

16 NOVEMBER 1956

The Autocar

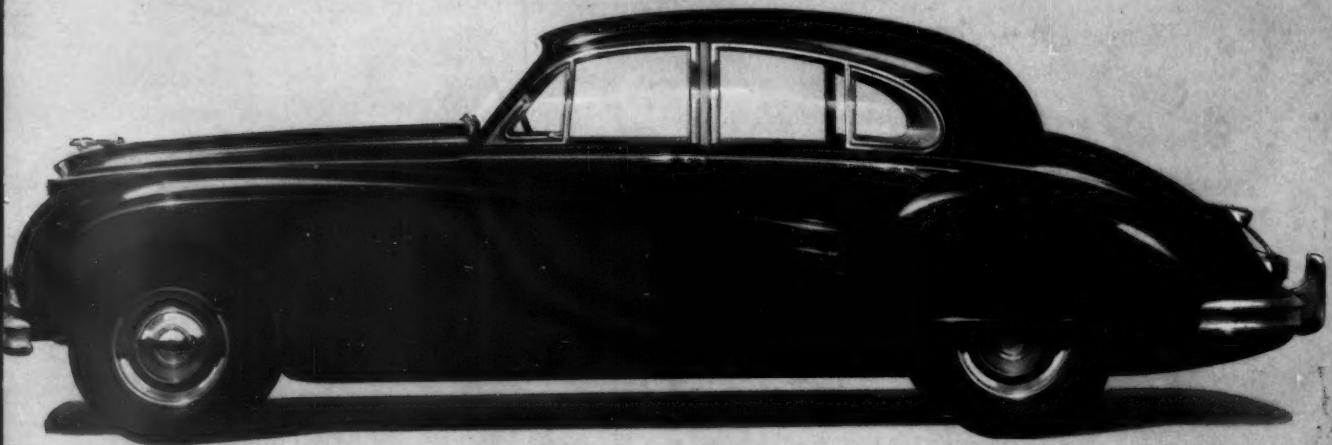
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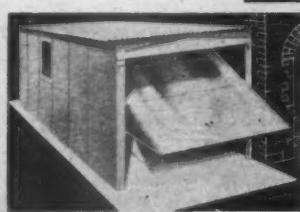


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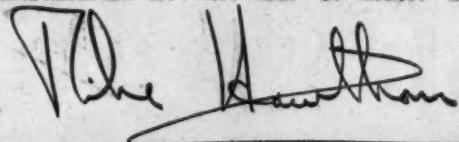
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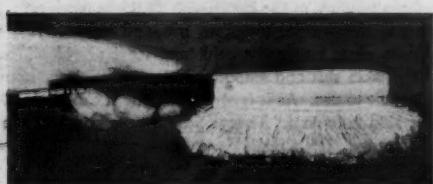
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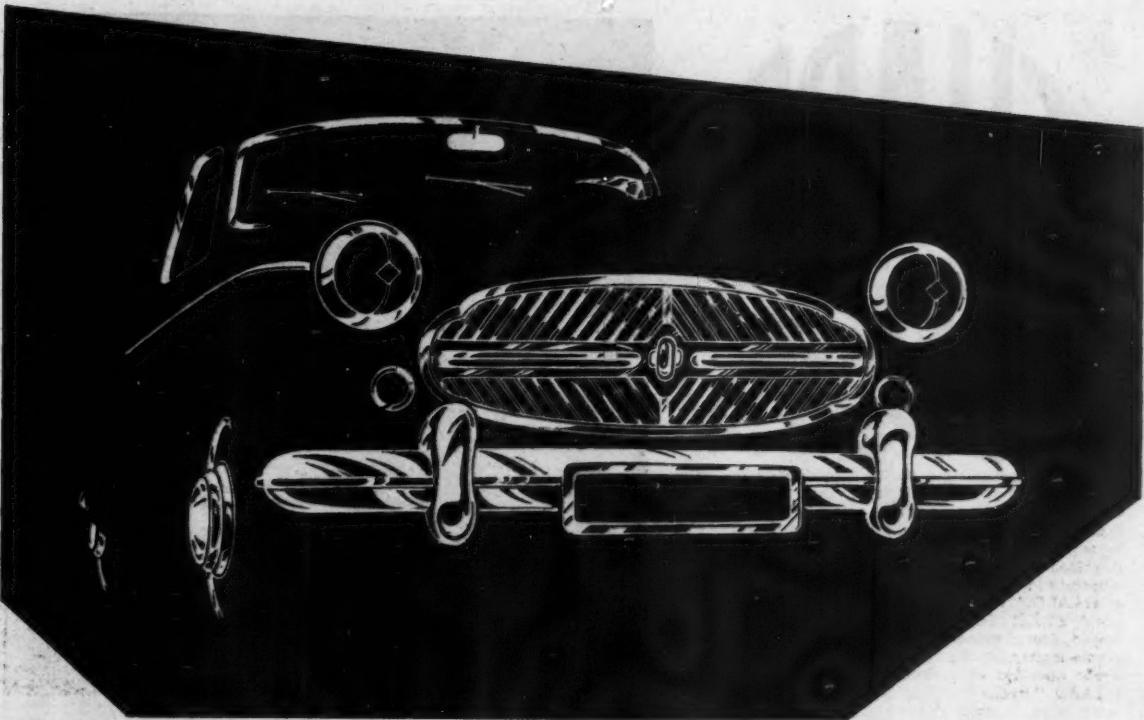


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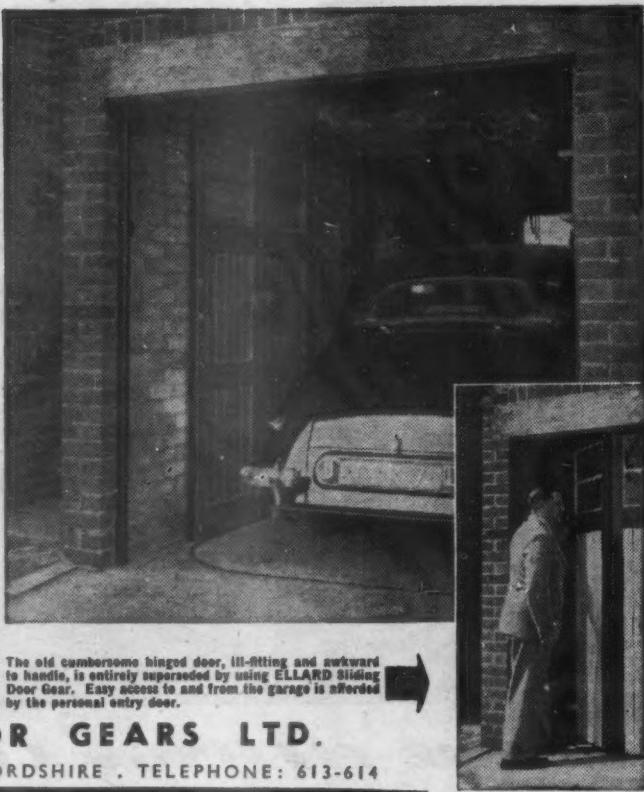
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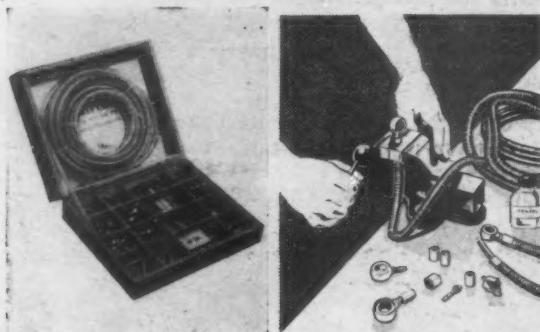
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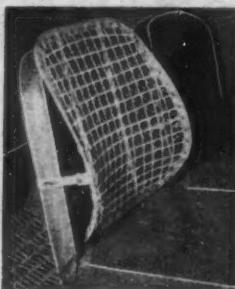
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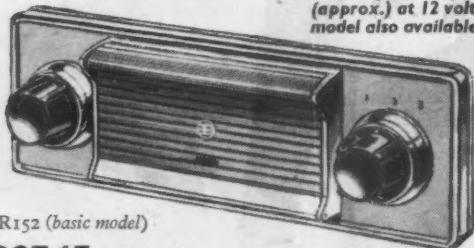
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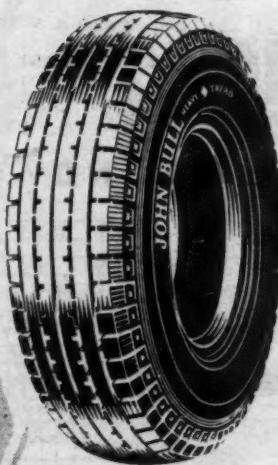
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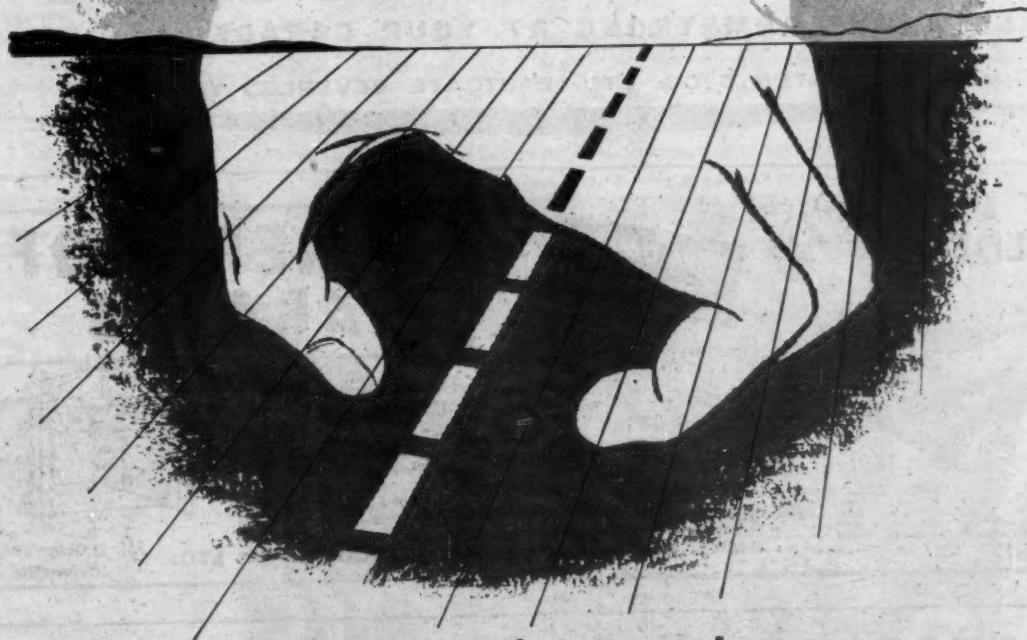
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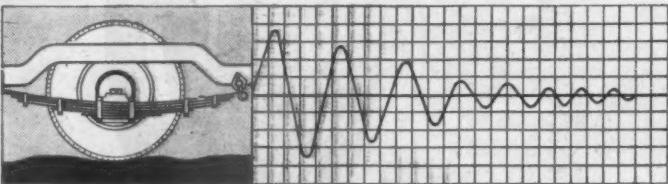
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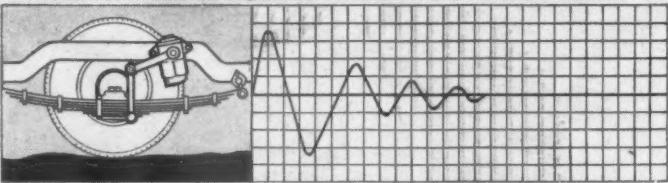
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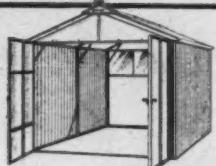
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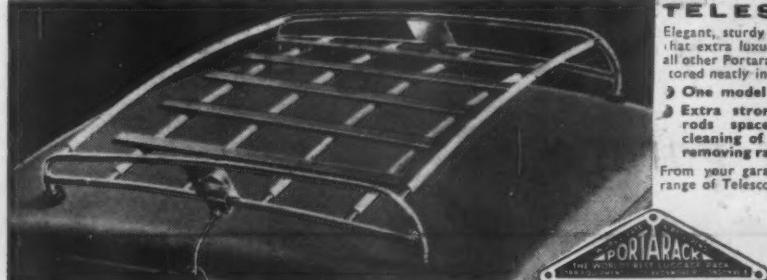
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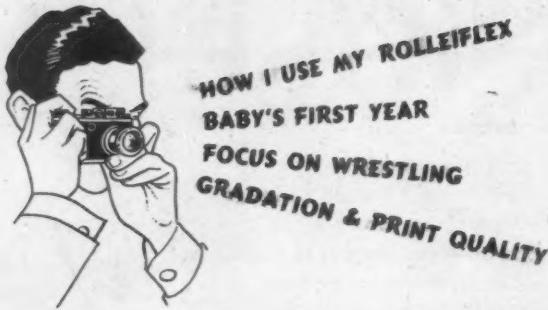
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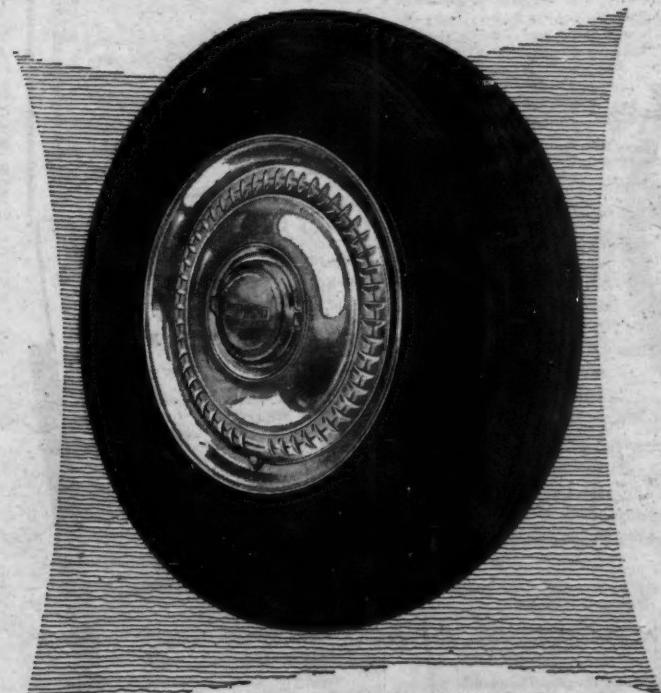
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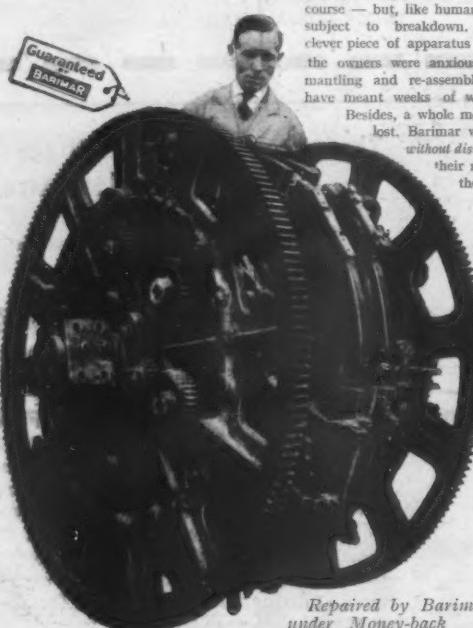
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Editorial Director • ARTHUR D. BOURNE

EDITOR • MAURICE A. SMITH, D.F.C. and Bar ASSOCIATE EDITOR • MICHAEL BROWN SPORTS EDITOR • PETER GARNIER

TECHNICAL EDITOR • HARRY MUNDY, A.M.I.Mech.E., M.S.A.E. MIDLAND EDITOR • H. C. F. HAYWOOD

Stability and Control

16 November 1956

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AFTER 60 years of automobile engineering there is a surprising lack of agreement on the definition of vehicle handling qualities, or what constitutes desirable handling. This point was brought out at a meeting of the Institution of Mechanical Engineers this week, at which five papers were read by staff members of Cornell University, America.

This elusive yet most important aspect of automobile engineering is not an exact science. At none of the research establishments equipped for this type of work has there been any great attempt to investigate the fundamental problems involved. Individual manufacturers, such as those concerned with developing and supplying tyres, have pursued their own lines of research, but there would seem to be a need for work to be co-ordinated so that basic standards of handling control can be achieved. At the moment the characteristics of a particular car are the result of personal preferences on the part of test drivers and engineering departments. Ultimately, this must always be so, but if the final assessment is based on a more scientific approach then there will be a better basis for predicting behaviour.

The equipment for such prediction is of necessity rather costly, and the time involved considerable. As approximately three years elapse between the inauguration of a design for a completely new car and the day when it is developed ready for production, the time factor does not appear to be so significant. Also, a great amount of work could be undertaken on current production models which would be useful in pointing the way towards future design trends.

The British industry has been criticized in certain quarters for its lack of originality in basic design, and it has been suggested that the Continental manufacturers have leaped ahead in this respect. So far as this journal is aware, this different approach is not backed by a greater understanding of handling problems based on scientific knowledge. It is similar to our own, in that their engineering departments think that all independent suspension and a certain weight distribution are the best-known answers and, in their view, best suited for their customers.

There are two fundamental problems involved in design for good handling. The vehicle must be capable of being controlled to a desired path and, just as important, stabilized against external disturbing forces which would otherwise divert it from this chosen line. With the increasing speed of cars and the use of body shapes to reduce drag, these problems can assume disturbing proportions. If the development has reached a stage where fundamental changes are required, the economics of incorporating them can result in a compromise solution.

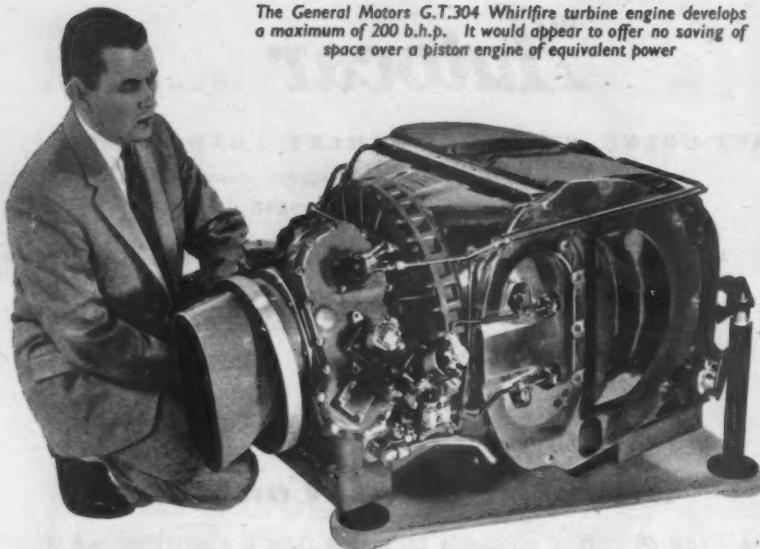
It is not suggested that these abstruse problems can be solved by a wholly academic attack, but the meeting at the Institution of Mechanical Engineers demonstrated that there is a real need for a much more scientific approach. If as a result of this meeting a more intensive programme of fundamental research is inaugurated, then British manufacturers may have a sound basis upon which they can draw for predicting behaviour in their planning of future designs. Only in such a way will it be possible to separate fact from opinion which, however sincere, can only convey the impression of a vehicle's behaviour without being able to analyse the causes.

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The General Motors G.T.304 Whirlfire turbine engine develops a maximum of 200 b.h.p. It would appear to offer no saving of space over a piston engine of equivalent power



PROBLEMS TO BE MET BEFORE THE CRANK AND THE PISTON CAN BE SUPERSEDED

discussed by HARRY MUNDY

Part 1

CHALLENGE TO THE PISTON ENGINE

IT is just over 20 years since Whittle began his early experiments on the production of a turbine engine for aircraft use. It is not surprising, in view of its outstanding success, particularly in jet propulsion of military aircraft, that there should be great interest in the possibility of adapting this type of engine for road use.

In papers read before learned societies, it is stated that the gas turbine, as applied to the turbo-prop type of aircraft engine, can equal the specific fuel consumption of a piston engine. It is overlooked, however, that such comparative figures refer to

operating altitudes above 30,000ft, and speeds around 400 m.p.h.; at low altitudes and air speeds the fuel economy is considerably inferior.

The problems of high fuel consumption at low altitude are closely linked with those of applying the turbine to the automobile. It is the difficulty of achieving low fuel consumption at low cost which must be overcome before this power unit can seriously challenge the piston engine.

Alongside work on the turbine engine, a considerable amount of research is being undertaken into applying the free piston engine to road vehicles. Both types can

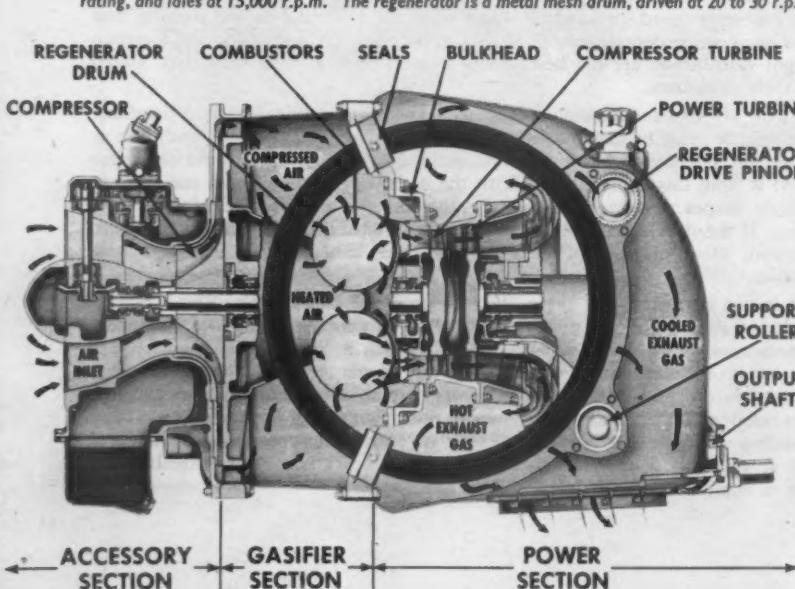
be developed to give satisfactory results as constant speed units, but it is the ability of the piston engine to operate efficiently over a wide speed range which is its outstanding asset. Development work on the newer types of engine is intensive—but it should not be overlooked that the piston engine is by no means at the limit of its own potentialities.

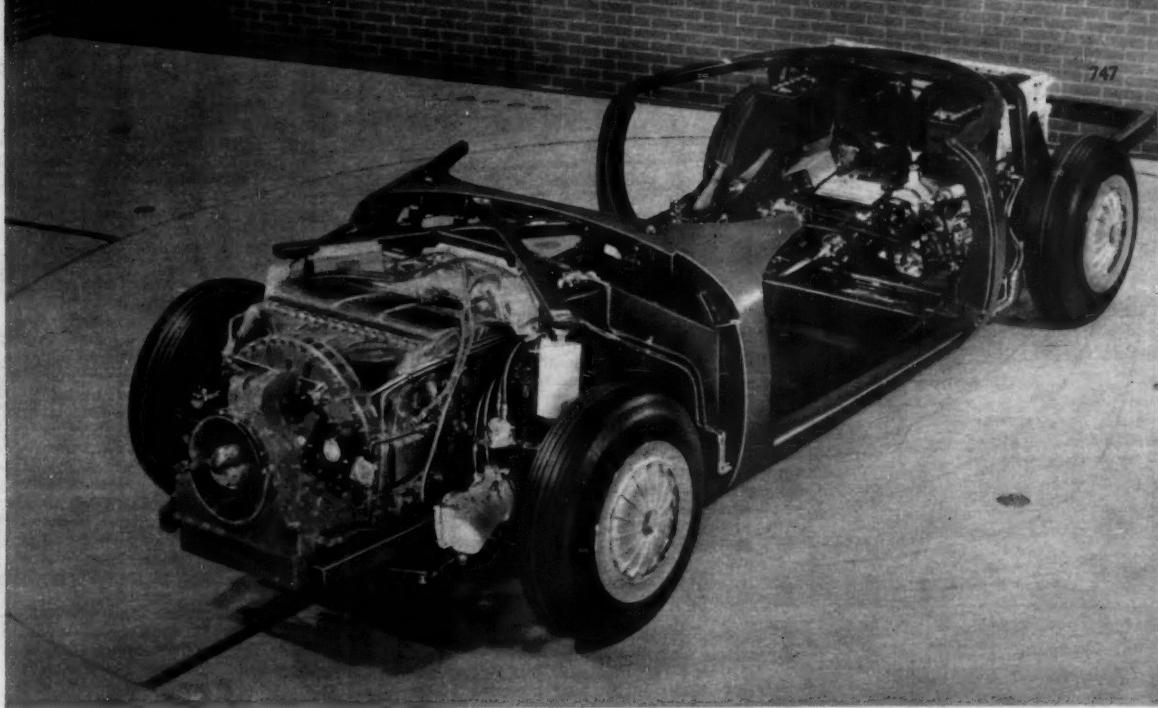
With the advance of refinery technology which has given us fuels of higher anti-knock characteristics, the piston engine of the future may well increase specific power by 40 per cent and improve fuel economy by 25 per cent.

This gain will not necessarily arise from increases in compression ratio beyond 12 to 1. Above this figure the problem of obtaining an efficient combustion chamber, in which there is sufficient room for the valves to operate with adequate piston-to-valve clearance, becomes difficult. It is conceded that diesel engines operate at much higher compression ratios, but their operating speed range is much lower. They do not, therefore, require the large valve opening periods (with consequent late closing of the exhaust and early opening of the inlet valve) of the petrol engine.

The outcome probably will be that compression ratios will stabilize at around 12 to 1 by 1965, and it is quite possible that for high output from small engines, interest in supercharging may be revived. One other long-term possibility is that use may be made of the kinetic energy of the exhaust, by passing it through an inflow type of turbine which would be geared to the engine crankshaft to feed back the energy now wasted, or use this turbine energy to drive a supercharger.

One of the claims made for the turbine and for the free piston engine is that they can run on much cheaper fuel and, therefore, are more economical. Nothing could be more misleading than this assumption,



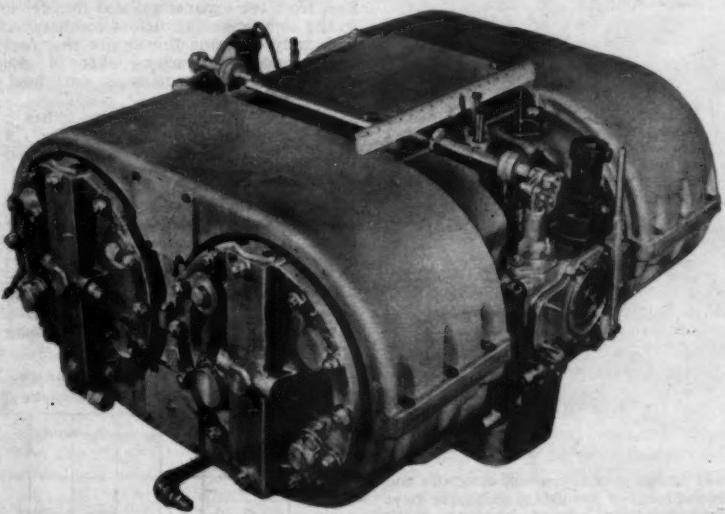


747
Firebird II is the third stage in an experimental programme begun early in 1949 by General Motors research staff. The engine is mounted at the front and the transmission at the rear. If this chassis can be considered typical of the future turbine car, it does not substantiate the claims for small space requirements and a simple transmission

for it is well known that the excessive cost of gasoline in all countries except America, arises from the imposition of a government revenue tax which, in this country, adds 2s 6d to the price of every gallon of petrol. As soon as there was evidence of any extended use of cheaper fuels, government action would be taken to see that revenue did not suffer, by adjusting the price differential.

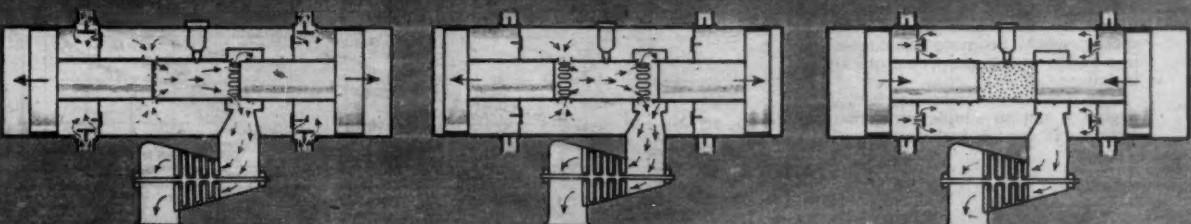
Assuming, for the moment, a widespread use of road vehicle turbines, there would appear to be a distinct problem in the availability of fuel supplies. It is only by the enormous, world-wide consumption of gasoline that the requirements of kerosene for aviation, and domestic fuel can be met. An average yield from a barrel of crude oil is 30 per cent petrol, 7 per cent kerosene, 15 per cent diesel oil, 34 per cent fuel oil, 3 per cent lubricating oil, and the balance residuals. Therefore, the probabilities are that the automotive turbine must be developed to run on fuels very little different from those used in the piston engine. Ideas that any burnable liquid can be used must be dismissed, for such fuels can bring in new difficulties in the form of deposits which rapidly reduce power and may cause serious corrosion.

The piston engine is often criticized for its lack of inherent balance, resulting from its reciprocating motion, and the turbine upheld as being infinitely superior in this respect. In theory this comparison cannot be refuted, but here is to be found an example of the appreciable difference between theory and practice. In spite of the shortcomings of the piston engine,

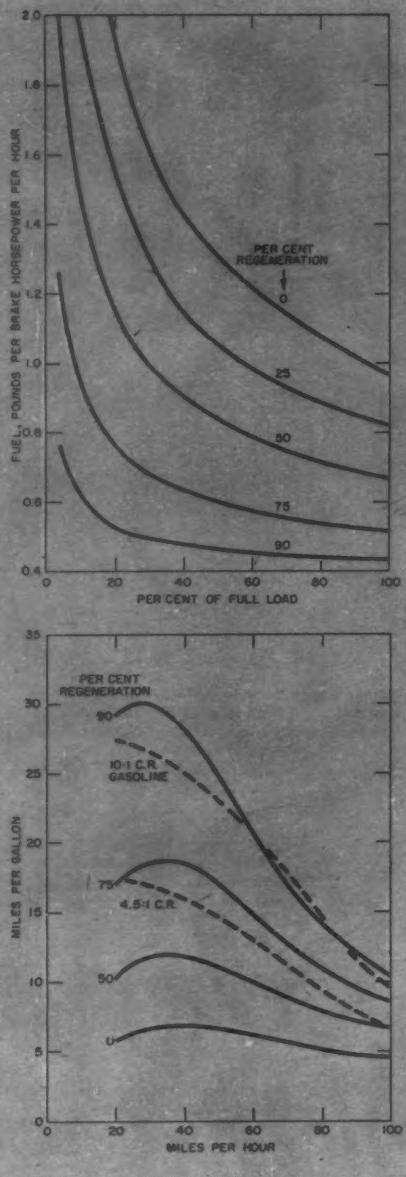


The General Motors Hyprex free piston engine is a siamesed unit designed to develop 250 h.p. Its size can be judged from the 18in scale placed on the engine. The installation is completed by the turbine which is connected to the transmission of the car

How the free piston engine works. (Left) Pistons travel outward due to explosion pressure. Air in bounce cylinders is compressed for return stroke. Compressor intake valves open and exhaust ports admit gas to turbine. (Centre) Further piston movement opens the inlet port. Inlet air scavenges power cylinder and escapes to turbine. (Right) Pressure in the bounce cylinder moves pistons inwards to complete the cycle. The two pistons are linked by a light mechanism (not shown)



Challenge to the Piston Engine . . .



the combustion chamber to combine in chemically correct proportions with the air, temperatures in the order of 3,500 deg F would result. Although turbine inlet temperatures can exceed the normal operating maximum for short periods, the usable mean maximum cannot be permitted to exceed 1,500 deg F at present. As temperature increases, the strength of materials falls off rapidly and, in addition, the blades are subjected to great stress resulting from centrifugal force at high speeds.

The combustion in a gas turbine thus involves the difficult problem of burning part of the air with fuel in the chemically correct fuel-air ratio, and then diluting the products of combustion with the remainder of the air without quenching, so that the final mixture does not have any wide variations above the permitted mean. The temperatures of the gases fed to the stationary guide vanes and turbines must be kept within the desired range, for any failure of the fuel control system would result in rapid blade failure, which almost certainly would wreck the engine. This necessity for precise control results in the fuel metering system becoming rather complex, and its cost may be several times that of a fuel injection system for a piston engine.

It can be stated categorically that any turbine engine used for a road vehicle must utilize a heat exchanger to remove heat from the exhaust gas and transfer it to the compressed air before combustion. It is only by using this device that fuel consumption approaching that of the piston engine, particularly at part load, can be achieved.

The heat exchanger may be either a recuperative type, as used in the Rover T.3 turbine, or a regenerative type, as used

(Above left) The necessity to fit a heat exchanger to vehicle turbines is apparent when specific fuel consumption is plotted against percentage of full load at various percentages of regeneration. (Left) Road fuel economy of a gas turbine car with various percentages of regeneration, is compared with curves for a piston engine at two compression ratios

by General Motors and Chrysler. The recuperator is a heat exchanger in which hot gases flow on one side of a metal surface, which transfers heat to the cooler air flowing on the other side. A regenerator consists of a rotating porous matrix of material, subjected to the flow of the hotter and cooler gases in turn.

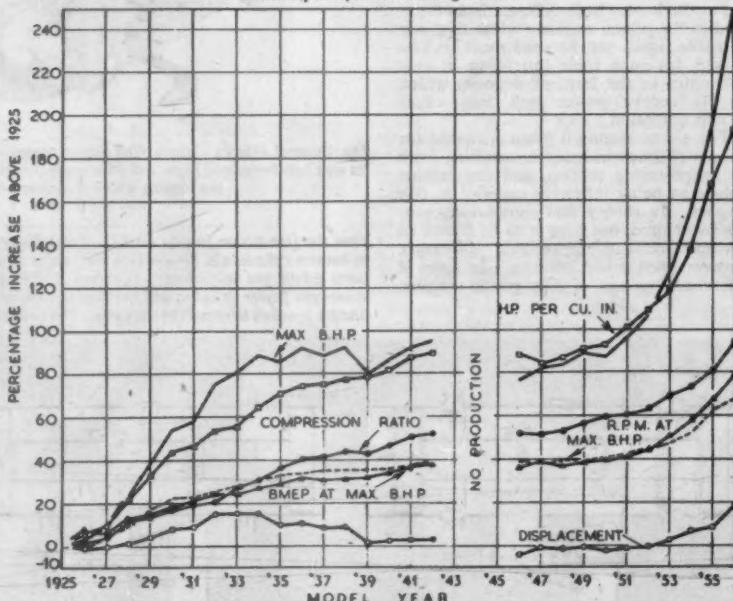
Great claims have been made for the lower weights which can be achieved with a gas turbine, and for a bare engine these probably could be substantiated. When the heat exchanger and the necessary exhaust ducting is included, however, it is doubtful whether there is a saving of weight, particularly in comparison with a piston engine which makes use of available light alloys. Even if there is a weight advantage, there certainly does not appear to be much variation between the two power units in the space required for installation. The free piston engine would seem to offer no advantage in either weight or space requirements.

It is perhaps unfair to limit the comparisons to the power units alone, for the transmission arrangement appears to be more simple for the turbine and free piston engine. If the piston engine and automatic transmission to go with it, are set against the other two and the transmissions they require, the comparison may not be so favourable.

Some of the broad problems associated with new types of engine, particularly the turbine, have been considered. Published work on the latest developments is understandably restricted and, therefore, their potentiality to displace the piston engine may be more advanced than appears at present. In a subsequent article more of the detail problems involved will be investigated; in the meantime, it is evident that difficult problems must be solved, and manufacturers must be able to see more than a hope of outstanding gains in efficiency and cost, before the vital decision to change over manufacturing plants to a completely new technique is taken.

Some Elements of Gas Turbine Performance
(Heron)—Society of Automotive Engineers.
American Passenger Car Data, 1956—Ethyl Corporation.

The improvements in the efficiency of the piston engine over the past 30 years are apparent from this analysis of American engines.



good design to obtain a stiff structure and development of mounting technique have enabled the problems of unbalance of the piston engine to be overcome or at least minimized, so that in all but a few isolated cases acceptable standards are achieved.

Turbine blade failures resulting from vibration are not unknown, and although the mathematics of the phenomena are understood, and the problems can be circumvented in a near constant speed engine as in aeronautical or industrial applications, the wider speed range necessary for vehicular transport complicates the problems. If there is any build-up of deposit on the compressor or turbine blades the resulting vibrations, accentuated by the much higher rotational speeds, would be more formidable than in a piston engine and would quickly end in failure.

The problem of combustion in a turbine engine is not so simple as at first may appear. If enough fuel were supplied in



Autocar ROAD TESTS

No. 1614

RENAULT DAUPHINE SALOON

Although rear engined, the Renault Dauphine has normal balance of line. The lower part of each side is recessed so that suitable orifices are formed for cooling air to the radiator. Both front wings can be seen from the driving seat. The whitewall tyres are available at extra cost

AMONG the leaders in the trend to make two-pedal control available on small cars is the French Renault company, who offer the Dauphine with the Ferlec electro-magnetic clutch as an optional extra. The system, made under Ferodo patents by Duceillier, has a control box in the engine compartment, conveniently close to the throttle mechanism. When the central gear lever is moved from one position to the next, the Ferlec takes care of clutch operation. When the car comes to rest in gear, the clutch is disengaged automatically.

The system works well, for while the change lever is in the neutral position it is possible to rev the engine to enable double-declutch changes to be made, even though there is no actual clutch pedal. This is particularly important on the Dauphine because there are but three gears, and first, which must be used quite frequently when the car is on the move, has no synchromesh action. It is a matter of some skill to make this downward change cleanly.

The car as a whole is unusually interesting in conception, being one of the best French approaches to the problem of providing a small but comfortable four-seater family saloon that is a real car by any standard, and which is, at the same time, truly economical of fuel. The Dauphine is attractive in appearance, and has an indefinable charm about its manner of going.

The layout follows that of the smaller 750 c.c. car: the 845 c.c. o.h.v. four-cylinder engine is mounted at the rear; it is water cooled with the radiator forward of the engine

itself; the fuel tank is at the rear, mounted between the power unit and the rear seat, with the filler cap inside the engine-compartment.

A large proportion of the total weight rests on the rear wheels as is suggested by the recommended tyre pressures of 15lb sq in front, 23 lb rear. For Britain the Dauphine is supplied with right-hand drive as in the car tested. The standard of the finish, particularly the interior, is higher than is sometimes encountered with Continental models, and will satisfy the average British buyer.

The ignition key has alternative positions when switched off, full anti-clockwise movement locking the steering in addition to switching off the ignition circuit. The key is placed very close to the steering column, where it is not easy to turn. When switched fully clockwise, against a spring in the quadrant, it engages the self-starter solenoid. The choke is automatic. If a gear is engaged while the engine is still cold, the r.p.m. pre-determined by the choke-throttle mechanism cause the car to try to creep forward, but this tendency is easily controlled by hand or foot brake.

Movement of the gear lever into first, with the engine warm, causes no creep, and subsequent opening of the throttle produces a reasonably smooth getaway, marred only when the throttle pedal is depressed quickly, a procedure which results in a "double-take"; the car leaps forward initially, and then gathers itself for a more smooth progression. Speeds in the gears are limited by valve bounce occurring at approximately 22 m.p.h. in first and 45 m.p.h. in second,



The rear view is distinguished by the louvers which permit warm air to leave the engine compartment. There is a delicate chromium plated strip on each side, and the rear window curves well round, with flashing indicators near its extremities

RENAULT DAUPHINE SALOON . . .

and during hard driving these limits are all too easily exceeded. The change in ratio from second to top is rather severe, and a slight head wind or gentle gradient will handicap further acceleration. On the car tested it was found necessary to bend the throttle pedal lever and remove some thick floor covering beneath it to obtain a full opening of the carburettor butterfly valve, before maximum performance figures could be taken.

The performance of the Dauphine is seen at its best when a brisk pace can be maintained. With two up, the car reaches 50 m.p.h. from a standing start in just under 25 sec, and covers the standing quarter mile in just over this figure. Carrying the driver alone, it is over 2 sec quicker. If abused during rapid starts (by holding the gear lever to keep it disengaged until engine revs are higher than normal), the Ferlec clutch overheats and slips like a friction one; it recovers its proper characteristics very quickly. The getaway is so lively that one is apt to forget the small dimensions of the engine. A cruising speed of 60 m.p.h. may be held indefinitely, and at the all-out maximum of near 70 the engine is as sweet as anywhere else in its speed range. In favourable circumstances—such as down hill or with a strong following wind—this figure can be comfortably exceeded, the engine remaining as smooth as ever.

The head lights have concave glasses, intended to form a pocket of air in front of them to give some protection against mud and insects. Their full beams had little diffusion, which imposed limitations during fast night driving on twisty roads. Bulbs of Continental manufacture, designed to suit these head lamps, would probably effect a great improvement.

One of the most attractive features of the car is the absence of engine fuss, owing to the rear mounting of the unit and silkiness of its working parts. This makes for restful long-distance travel, and on marathon runs longer hops may be accomplished without fatigue than would be expected in a car of this size. The Motorola radio fitted to the car tested had an exceptional range of tone and selectivity, and added much to the enjoyment of driving.

Access to all seats is simple and there are glove compartments for each of the front occupants and a large shelf at the rear. The central gear lever is a little far from the driver's left hand. There are slot handles on all the doors but no armrests. The centrally mounted radio is an optional extra



With so high a proportion of the weight at the rear, even when laden with driver and one passenger, some handling idiosyncrasies are to be expected. The Dauphine, like all rear-engined cars, has independent suspension at the rear as well as at the front. The combination of these factors results in an impression of liveliness at the rear in all normal circumstances. This is sufficiently pronounced to sound an initial warning to drivers on wet or slippery roads, yet in practice such surfaces need hold few fears. At the point where one was apt to expect trouble the car continues to retain grip in most praiseworthy fashion. The steering is light and precise, but seems rather low geared for so small a vehicle. At high speed there is a slight tendency to wander, which may explain the maker's choice of ratio.



Any driver accustomed to the orthodox family saloon, with its almost neutral steering characteristics, may at first be inclined to find the Dauphine a little sensitive to handle. It is necessary to learn the gentle touch and to benefit therefrom in quick, responsive and safe reaction. As with all rear-engined cars, corners are best taken with the throttle open, which counteracts the slight oversteer characteristic present.

The suspension is firm, but only harsh at low speeds over indifferent surfaces. At higher speeds, the car rides poor surfaces better, and there is very little roll on corners. Three or four up, there is some jolting over strips and ruts. Coil springs and wishbones are used at the front, and the rear independent suspension is by a simple swing-axle layout. Little road noise is transmitted into the interior and there is a remarkable absence of drumming. The separate bucket seats at the front give reasonably good support, and their springing has a dead character that enables occupants to enjoy the inherently smooth ride to the full. The cushions have a sharp leading edge, which soon makes itself felt under the thigh.

The brakes are excellent. They are responsive, and slow the car very quickly from cruising or maximum speed. Their efficiency continues unimpaired even during prolonged brake testing. Earlier in the year the opportunity was taken to try out prototype Dauphines in Corsica, and there also, when sinuous hills were descended at high speed, the brakes lost nothing of their stopping power. The hand brake lever is mounted between the front seats where it is easy to reach. It is exceptionally powerful.

The arrangement of the controls is fair. It has been mentioned that the ignition key would be easier to turn were

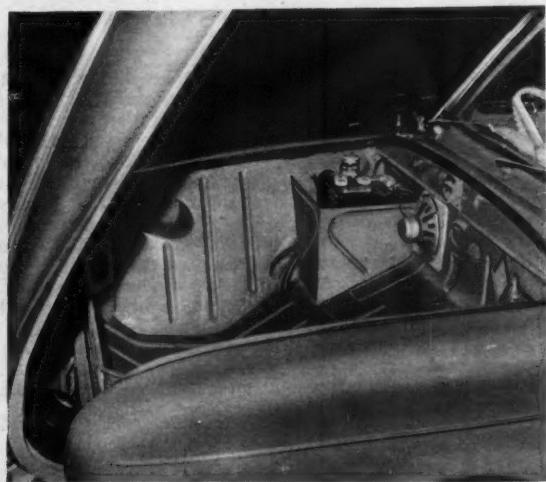


The lamps lift with the luggage locker lid and the spare wheel is stowed in a separate compartment behind the number plate. There is a polished aluminium styling strip running centrally down the locker lid

it not so close to the steering column. Additionally the gear lever would be more convenient if the knob were brought nearer the driver; as it is, one must reach forward to engage reverse or second if the seat is adjusted back to give comfortable arm and leg reach. The brake pedal is also a little close to the steering column, and at first a driver tends to catch his toe. The small area of the brake pedal raises the poundage per unit of area to an extent which makes the pressure necessary for full energy stops seem heavier than it is. The facia is unusually free of minor controls. Once the engine is warm, the metal parcels shelf behind the rear squab acts as a radiator to keep the rear window free of mist.

All lights are operated by a switch on an arm protruding from the steering column. Pressing this switch inwards operates the horn, which has a subsidiary control on the steering column providing for town or main route settings. The electric windscreen wipers alone have a switch on the right-hand extremity of the facia, and there is a panel light

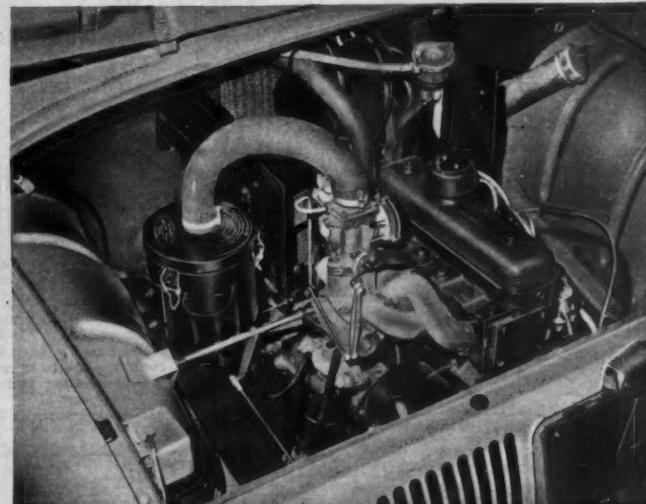
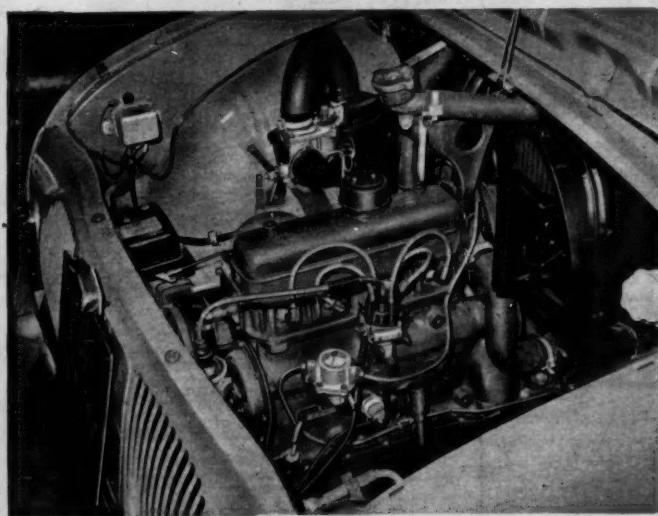
Engine accessibility is unusually good, with very little restriction to the use of tools on either side of the engine. The water filler cap is mounted centrally almost directly above the oil filler and the petrol filler cap can be seen on the extreme right of the compartment. Warm air, having passed through the radiator, can be directed into the heating system by closing a pair of doors on the engine side of the fan. In the rearmost left quarter of the compartment is the control unit for the Ferlec magnetic clutch



A high scuttle line has enabled a considerable amount of luggage space to be provided at the front. The battery and radio speaker take a small proportion of the total room available. The lid is hinged for safety at the front, which means that luggage must be lifted over the wings

control underneath the facia lip. There are sponge rubber pads above the windscreen and below the dash. The upper ones are masked unless the solid-framed sun visors are swung round through 90 deg, to lie fore and aft. The wipers are arranged to sweep unsymmetrical arcs, their pivot points being offset from the windscreen centre line to give the driver's half of the screen the most attention.

All round visibility is good, the wideness of the one-piece screen combining with reasonably thin-based pillars to aid forward vision. The forward luggage locker lid slopes away to allow the leading corners of the car to be seen easily. Thus it can be placed accurately in heavy traffic conditions. The rear window does not wrap round right to the sides, but nevertheless rearward vision is good, and free from serious blind spots. Swivelling ventilator windows are fitted for driver and front passenger. When the driver's was open the suction effect caused some draught from the front passenger's window on the car tested. The main front windows have winding handles, but the rear



RENAULT DAUPHINE SALOON . . .

side windows are divided, the rear sections sliding forward. Although the Dauphine is small, entry through the four doors is quite easy, but the rear doors are somewhat restricted in size. The doors have to be slammed hard to shut on the main latches. Leg room is adequate in the rear for all but the tallest people except when the front seats are set fully back, and at the front the seat adjustments enable occupants up to 6 ft to be seated comfortably. The trim of the interior is superior on cars assembled in the United Kingdom to that of cars for the French home market; pile carpet is used on the floor instead of rubber, for example. The upholstery is in soft leathercloth, piped in a contrasting colour.

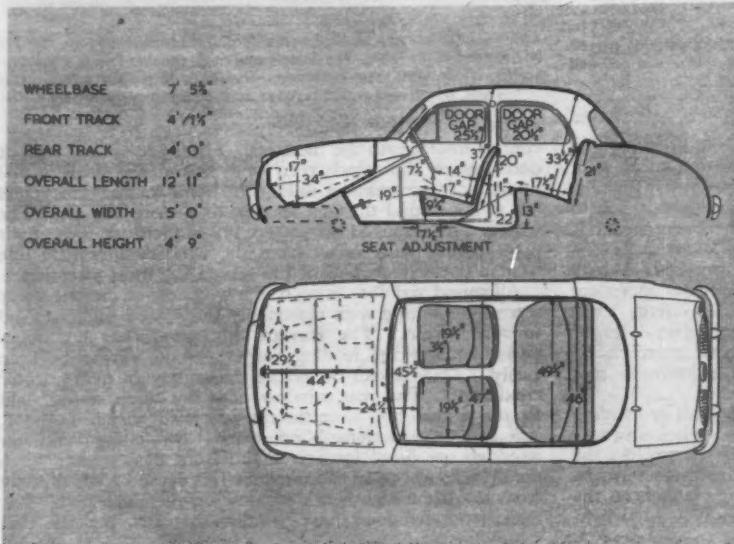
Renault have cleverly overcome an objection to most rear-engined cars by providing a roomy luggage locker. Although it contains the battery and the speaker of the optionally extra radio, there is plenty of luggage space,

deep enough for suitcases and additional soft bags. A forward hinged lid is fitted for safety reasons, which means that luggage must be lifted over one of the front wings. The locker is rendered thief-proof by having a release handle inside the passenger compartment, placed centrally under the facia.

Engine accessibility is splendid. Distributor, carburettor, fuel pump and filler caps are all unusually easy to reach, and there is plenty of room for wielding spanners on each side of the engine. There are two doors in the radiator surround which may be swung shut to increase the warm air flow to the built-in heating ducts, and an efficient radiator blind is operated from the driving seat. The heating and demisting system is welcome, yet without having the efficiency of more elaborate installations. It proved quite unable to compete with strong chilly draughts entering from behind the dashboard.

The Dauphine is an efficient family car which is economical to operate. It has an interesting specification and appears to be well made. Above all it has charm.

RENAULT DAUPHINE



Measurements in these body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncomplicated.

PERFORMANCE

ACCELERATION: from constant speeds.

	Speed Range, Gear Ratios	Time in sec.
M.P.H.	4.68 7.83 16.19	to 1 to 1 to 1
10-30	13.1	7.6
20-40	13.1	8.6
30-50	16.5	—
40-60	28.8	—

From rest through gears to:

M.P.H.	sec.
30	8.5
50	24.8
60	45.7

Standing quarter mile, 25.4

SPEEDS ON GEARS:

Gear	M.P.H. (normal)	K.P.H. (normal)
Top	(mean) 65.5	105.4
2nd	(best) 67.5	108.6
1st	40-45	64.4-72.4
	16.0-23.0	25.7-37.0

TRACTION RESISTANCE: 43.2 lb per ton at 10 m.p.h.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	75
True speed:	8	18	27	38	45	54	63	67

TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	140	1 in 16.0
Second	250	1 in 8.9

BRAKES:

Efficiency	Pedal Pressure (lb)
33.5 per cent	25
60.6 per cent	50
75.6 per cent	75

FUEL CONSUMPTION:

42 m.p.g. overall for 257 miles (6.73 litres per 100 km).

Approximate normal range 39-44 m.p.g.

Fuel, Premium (not 100 octane).

WEATHER: Dry, slight head wind.

Air temperature 45-50 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by

Tapley meter.

Model described in *The Autocar* of March 9, 1956.

DATA

PRICE (basic), with saloon body, £512. British purchase tax, £257 7s.

Total (in Great Britain), £769 7s.

Extras: Radio £27 18s 4d, plus £8 15s 11d purchase tax. Ferfer clutch £25, plus £12 10s purchase tax. (Heater standard.)

ENGINE: Capacity: 845 c.c. (51.5 cu in.).

Number of cylinders: 4.

Bore and stroke: 58 x 80 mm (2.28 x 3.16 in).

Valve gear: o.h.v., pushrods.

Compression ratio: 7.25 to 1.

B.H.P.: 26.5 at 4,200 r.p.m. (B.H.P. per ton laden 33.65).

Torque: 48.4 lb ft at 2,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 14.8.

WEIGHT (with 5 gals fuel): 12½ cwt (1,428 lb).

Weight distribution (per cent): F, 38.2; R, 61.8.

Laden as tested: 15½ cwt (1,764 lb).

Lb per c.c. (laden) 2.1.

BRAKES: Type: Bendix-Lockheed, leading and trailing.

Method of operation: Hydraulic.

Drum dimensions: F, 8.9 in diameter; 1.2 in wide. R, 8.9 in diameter; 1.2 in wide.

Braking area: F, 27.3 sq in. R, 27.3 sq in (69.4 sq in per ton laden).

TYRES: 5.20-15in.

Pressures (lb per sq in): F, 15; R, 23 (normal).

TANK CAPACITY: 7 Imperial gallons.

Oil sump, 4½ pints.

Cooling system, 7½ pints.

TURNING CIRCLE: 29ft (L and R).

Steering wheel turns (lock to lock): 4.

DIMENSIONS: Wheelbase: 7ft 5½ in.

Track: F, 4 ft 1 in; R, 4 ft.

Length (overall): 12ft 11in.

Height: 4ft 9in.

Width: 5ft.

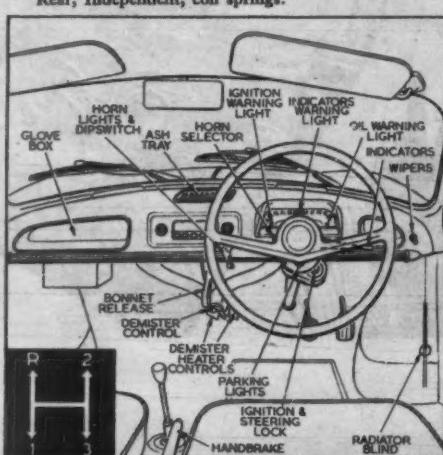
Ground clearance: 7 in.

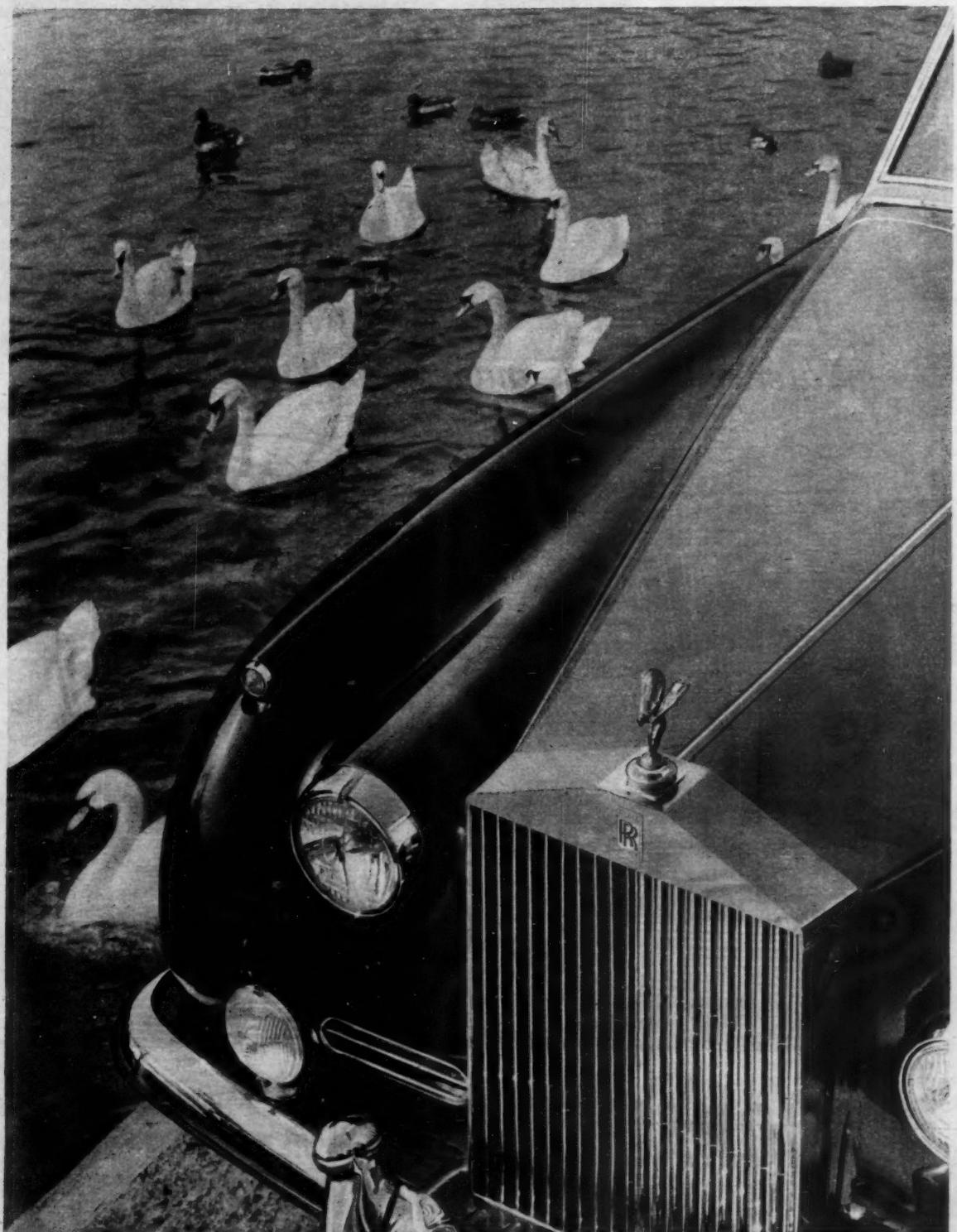
ELECTRICAL SYSTEM: 6-volt; 90 ampere-hour battery.

Head lights: Double dip; 36-36 watt bulbs.

SUSPENSION: Front, Independent, coil springs and wishbones. Anti-roll bar.

Rear, Independent, coil springs.





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"... A40, 600 feet below ..."

Hell-Fire Hill

TO those who are acquainted with the A40 road out of London, the parish church of West Wycombe, topped by a glistening gold sphere and set on the summit of a green hill, must be a familiar landmark, but not many know about the strange activities in that neighbourhood of the eccentric Sir Francis Dashwood. The summit may be reached either by a strenuous climb on foot, or by driving up to a stretch of green which serves as a car park. From

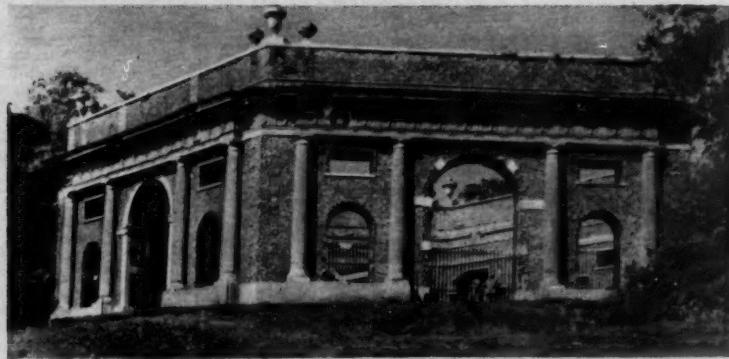
the hill there is a splendid view—to the north-west, the Chiltern Hills and Oxfordshire, to the east, stretching straight as a die, A40, 600 feet below, leading to High Wycombe and London.

From the car park the traveller can go either direct to the church, or round the brow of the hill to the pseudo-classical mausoleum within which lie the remains of Dashwood and some of his friends. From the foot of the hill the building looks solid and weatherbeaten; closer

ODD TALE OF A LANDMARK IN BUCKINGHAMSHIRE



"... square, almost Italian tower, topped by the recently regilded sphere ..."



"... to the pseudo-classical mausoleum ..."

"... through the barred gaps, urns and memorials ..."



inspection reveals that it is crumbling slowly to ruin, and notices warn of the danger of falling debris. Looking through the barred gaps in the walls, one sees urns and memorials incongruously mixed with the materials used in the upkeep of the building.

Walking up through the trees one reaches the church, with its square, almost Italian tower, topped by the recently regilded sphere. The church was built in 1763 by Dashwood, Baron Le Despencer. In 1745 Dashwood founded a club or sect for the "bucks" of the day, known as the Knights or Monks of Medmenham, or more simply—but apparently erroneously—as the Hell-Fire Club. Its activities were always shrouded in secrecy, and stories range from black magic, and the performance of Black Mass in the catacombs in the heart of the hill, to the explanation that the club was formed merely for philosophical discourse, though the scales seem heavily weighted against so harmless an amusement. The ball on the church, reached by a precarious ladder, can accommodate ten people, and was used by Dashwood and his associates for private meetings.

Entrance to the catacombs, where nameless orgies are said to have been carried out, is set in the hillside a short distance along the road leading to the summit; at the time of my visit they were open from 2.30 p.m. and price of admission was 2s 6d. The hill is in the care of the National Trust. D. D.

Impressions of the T-BIRD



FORD'S PRODIGY IS A GENTLEMAN'S HIGH-PERFORMANCE COUPÉ

TO the list of rare birds seldom seen in this country and whose habits are largely unknown might be added Ford's inappropriately named Thunderbird. This silent, sleek and colourful product is often wrongly classified over here; because it is low, powerful and has no rear seats it is assumed to be a sports car, which was not, I think, the maker's intention.

First, a word or two about its features. The T-Bird was introduced in October, 1954; the model under discussion here closely resembles the latest version in America. The engine is a 225 b.h.p. V-8 unit, and it has Ford's own automatic transmission. Ignoring for a moment the external mounting of the spare wheel, the lines are as clean and pleasing as any that have left America since the war. There is the minimum of non-functional ornamentation, and the bumpers are single slabs. The coupé body style, with much-wrapped-round screen, caters for all climatic conditions because the hard top of plastic construction is quickly detachable for good weather and a hood, totally enclosed when folded, is also fitted for shower protection.

When the hard top is fitted the car is no different from a fixed-head coupé. It is sound- and weather-proofed, quiet and roomy. Heating and ventilation are adequately catered for. The inharmonious optional portholes are very valuable in removing a considerable blind spot when reversing and parking.

Returning to the spare wheel, reminiscent of classy Continental sports coupés of the 1930s, this was provided more to meet popular demand than because the makers thought it was right. It is claimed to give the car a traditional touch and incidentally takes a little weight to the back, where it is welcome. In America the demand for this kind of wheel mounting is such that more than one accessory manufacturer supplies parts for converting various models to carry one or a brace of wheels in tins at the back. The overhang in some cases is remarkable.

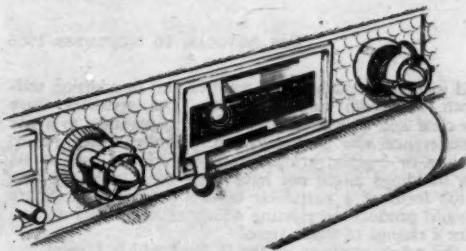
For reasons unknown, I first approached the T-Bird on the defensive. I wanted it to be a Hollywood nonsense instead

of an enterprising and soundly engineered model from Detroit; perhaps the salmon pink colour was off-putting. By the end of its visit to my "stable" I was very sorry indeed to see it go. Of course, it is a luxury to have a car of this size and power to carry two or three people. This was a special equipment model, and I freely confess to being childishly delighted with the various electrical devices. If a pair of neat two-way, two-plane switches can be made to cause the seat to move smoothly forward or backward and up or down on a production car, I would prefer not to press a catch and shuffle myself about in an undignified manner. On wide cars, where passenger-side window wipers are out of reach, there is much to be said for electrical operation of these as well. Many a risky swerve follows an attempt to drive and wind a window at the same time.

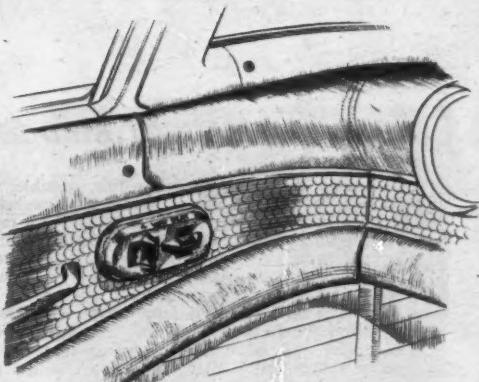
But all the gimmicks in the world would not make a bad



A pleasant traffic car and not too un-handly even in London's narrow streets and congestion



Left: Heater and defroster controls



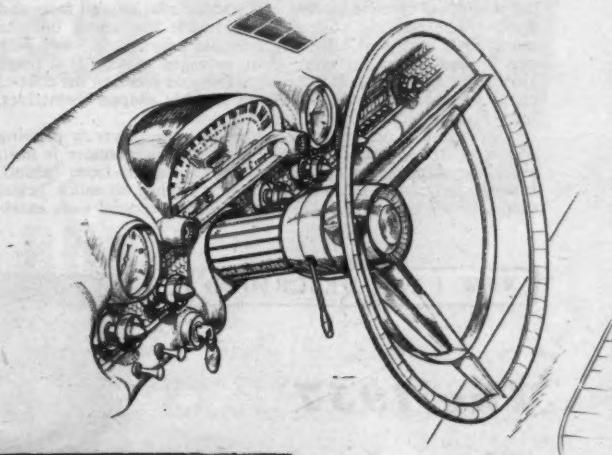
Right: Electric-seat adjustment control. Below is the padded safety roll which runs round the cockpit sides and front

car desirable, so let us consider the basic vehicle again. The automatic transmission selector lever is placed on the floor like a sports car gear shift. The decision to put it there must confound all the arguments re column change, push buttons and the rest. It has the usual position for Park, Reverse, Neutral, Drive and Lo. The box with which it is associated makes a large mound in the middle of the floor, but width and floor space are such that three grown-ups can still sit comfortably. On one occasion I squeezed in two grown-ups, each with a child in front of them, as well as me at the wheel.

When one engages drive and puts the accelerator foot down the engine winds up healthily and the r.p.m. indicator reaches around 1,800 at once. This is getting towards maximum torque for the V-8. The car surges forward, catching up with the r.p.m. with the help of the hydraulic torque converter. Then, according to the amount of throttle, the gear changes almost imperceptibly into the higher ratios at between 20 and 65 m.p.h. The lower the power and slower the speed on changing, the less can be heard or felt of the change.

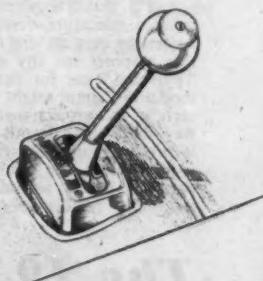
To change down (below the maximum speed for Lo) you kick-down on the accelerator and the change is smooth and almost instantaneous. I do not remember a silkier or more pleasing automatic box than the Fordomatic on the Thunderbird. With so much power available, losses here and there are unimportant and the car has a very rapid acceleration at all speeds up to about 90 m.p.h., and even there it continues quickly enough up to well over 100 m.p.h. I did not exceed "the ton" myself.

Under nearly all conditions the car handles very sweetly

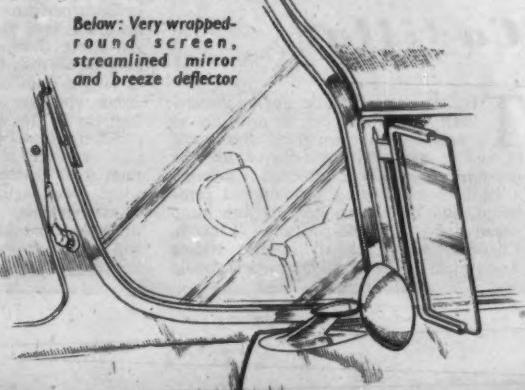


Above: A smart grouping of dials in front of the driver. Note the transparent hood over the day-lit speedometer, and adjustable, dished wheel

Left: Low and long, the T-Bird looks small from outside but, from the driving seat, there appears to be a great deal of car in front



Right: Fordomatic transmission lever. Shape and position as for a central hand change (which is optional on the T-Bird)



Below: Very wrapped-round screen, streamlined mirror and breeze deflector

indeed. The steering is very light and pleasing, though for British use it could be higher geared with advantage and still be light enough. The lock is adequate. Cornering is a lot better than you think it is going to be. There is little roll, no great tyre squeal, and with a touch of power on the way round a fast turn can be held comfortably. I did not try handling the car—a precious and hard-worked demonstrator—to its limits in greasy weather, but in normal London wet it caused no concern at all. The straight and level ride is soft but firm; that is to say, there is no float, but neither does one feel road vibrations and bumps. Only at very high speeds does it start to come to the limits of its patience, and even then the driver would usually have had enough before the car showed any vices. Low-gear steering is a handicap on any car when trying to correct skids or check an emergency swerve.

Braking is very good in the American sense. The servo-aided pedal load is very light, the brakes pull you up evenly and without squeal and, for a crash-stop in traffic, as when a child or dog dashes out between vehicles, the effect is terrific. The

Impressions of the T-BIRD . . .

soft linings that help to make this possible, together with shrouded, little-cooled drums, result in a marked reduction in efficiency if one "drives on the brakes" for a fast mile or two as European owners often will. I have no doubt that cooling air could easily be scooped or ducted in and hard linings fitted (complete with cold squeal) for a hard-driving owner.

Reverting to static characteristics, one would have expected a huge boot on a relatively large coupé, but this is not one of the Thunderbird's lavish features. The styling would not suffer—it might well be improved—by another bin of boot (less exterior space) and a later curve down at the rear end. By American standards the car is quite short.

Safety styling inside this and others of their cars earned the Ford company a prize not long ago. It includes a dished steering wheel, safety door catches and padded ribs around facia and doors. The steering column is adjustable for length but the range, even with seat full back, provides only "near" or "very near"—and I am no more than averaged sized. If I were looking for another point to criticize I should mention the control knobs which, while substantial and sensibly shaped themselves, seem flimsily mounted or attached.

The grouping of instruments ahead of the driver is pleasing and well carried out. The hood over the speedometer is neat, as is the arrangement for daylight illumination from behind. I particularly coveted the radio, which seemed so much better than others I have tried. Tone and volume control were excel-

lent; it had manual or push-button control and in addition self-tuning both for town and country. The speakers were beautifully clear and true and, of particular importance to a city driver, interference was practically nil. Trolley-buses passed without a hiss or crackle, bridges hardly produced fade at all, close, high buildings might not have been there and—my *bête rouge* in the form of a particular tailor's neon sign in South London, could produce no riveting noises at all while I waited, as usual, for a change of traffic signal.

Among the other comforts of the T-Bird which I recall are the adjustable speed suction wipers which are excellent, except when following lorries on muddy roads. These particular blades did not quite stop when the car was accelerating to overtake through grimy spray, but they came very close to it. In the rain the wrapped-round extremities of the screen keep reasonably clear, but if one sits well into the outside corner of the seat and thus looks along rather than through them, there is quite a lot of distortion, wet or dry.

However, we all make some sacrifices for appearance. I make some for patriotic reasons, too, and I do not expect to own that wide expanse of piped red leather which is the Thunderbird's inviting seat, or the fascinating vehicle around it. Usually it is the expense which holds back the sales of exciting cars but the Thunderbird, less special equipment, is approximately £1,200 in its own country and £1,690 here with transportation and other charges added. Alas, purchase tax then adds another £850, and my radio would be a lot extra. M. A. S.

(Since these personal impressions were recorded, the 1957 model has been announced and a brief description follows.)

NEW CARS DESCRIBED

The 1957 Thunderbird

By ROGER HUNTINGTON, A.S.A.E.

Tidier tail and less shortness on the 1957 T-Bird



BIG styling changes are seen on the Ford Thunderbird for '57 but only minor mechanical modifications. They've tried—and I think they've done a pretty good job—to make this thing a miniature version of about 40 million other American passenger cars on the road. Ford doesn't even pretend to call this a sports car any more—they're pushing it as a distinctive "personal" car for business and pleasure use. A comparable model in Britain might be the Bristol. Ford sales people learned early in the project that the big money lay in this sales line; the way the T-Bird is out-selling the Chevrolet Corvette (10 to 1) is proof enough that they were right.

Meanwhile, the Thunderbird grows more and more like the everyday family saloon. For the new model they're boasting, not more performance and better roadability—but $\frac{5}{8}$ in more

length, more luggage space, more massive bumpers, exhaust ports in the rear bumpers, transistor radio with automatic volume control, two-tone upholstery, and so on. The final blow will fall early next year when a four-seat version is announced.

Mechanically, the new T-Bird has adopted some of the new Ford-Mercury chassis parts—larger brakes, 14in wheels and a new rear axle with lower-slung, straddle-mounted pinion. Last year's 312 cu in V-8 has a hotter cam, slightly higher compression, vacuum-centrifugal spark advance, and can be had in several options rated from 212 to 270 b.h.p. (with twin 4-throat carbs.). Transmission options continue as the 3-speed torque converter (Fordomatic) and 3-speed manual transmission with and without overdrive. Probable performance with 270 b.h.p. is 0-60 m.p.h. $9\frac{1}{2}$ sec, top speed 115 m.p.h.

The 1957 Cadillac

THE name of Cadillac, for an American "prestige" car, is probably as well known throughout the world as is the name of Rolls-Royce for the prestige car. Cadillac achieved it through a brilliant advertising promotional campaign, and by always keeping one jump ahead of the competition (Lincoln, Chrysler, and Packard) in the styling department. The new 1957 models should

be able to maintain the pace. They're good-looking, fairly distinctive, have a brilliant performance . . . and the advertising men have plenty of ideas on how to sell these commodities to the American people (not only to the man who can afford to own a Cadillac, but to the man in the street who can only recognize it as "the best car in the world")!

All the new body shells out of Detroit this year are at least 3in lower overall than their predecessors. It has required some rather agile engineering gymnastics to arrange this. A key factor has been to drop the floor pan below the level of the top of the frame rails. Ford did it by knocking out the frame X member and

flaring the side rails outward between front and rear wheels.

Cadillac has done virtually the opposite. They have eliminated the side rails and built up their frame as one massive X member. The rear compartment floor comes just opposite the cross of the X, so it can be dropped well below the top of the frame. The body is supported on outriggers. Result—an overall body height of only 58in, while retaining a full 34in headroom and 41in legroom in the rear seat (on the hardtops). The new frame is said to be lighter and stiffer than the '56 X-member-side-rail layout. Incidentally, to keep the propeller shaft tunnel height down in the rear compart-

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GREATER PUNCTURE PROTECTION
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GREATER SAFETY
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Whatever the pleasure Player's complete it



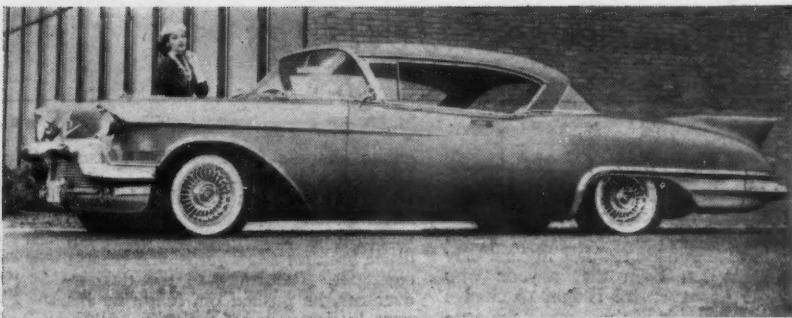
Because they are so perfectly packed,
so swiftly sold,
the reputation of Player's
for freshness and
value is unexcelled.



[INCC 818]

The 1957 Cadillac . . .

The new, sleek line is emphasized in this view of the Eldorado Seville



NEW CARS DESCRIBED

ment, a two-piece shaft has been installed. Other chassis features include a new ball joint front suspension (of which details are not yet available); front and rear track widths of 61in for better lateral stability; and a new 3.07 to 1 axle ratio with greater helix angle on the teeth for quieter operation.

Cadillac have kept 15-in wheels this year, partly, I understand, because of a space problem with the 12in brake drums. As it is, total lining area is only a modest 210 sq in. The new G.M. HydraMatic transmission, with shifting by an auxiliary

fluid coupling, is continued with only minor modification.

The engine is basically unchanged from last year (and, in fact, there have been no important changes since the original 1949 tooling). Displacement remains at 365 cu in. With 10 to 1 compression ratio and enlarged 4-barrel carburetor, the advertised rating is 300 b.h.p. at 4,800 r.p.m. and 400 lb ft torque at 2,800 r.p.m. With optional dual 4-barrel carburetors and manifold (standard on Eldorado series) the rating is 325 b.h.p. The intake valves have been enlarged $\frac{1}{8}$ in on the new engine; but it is significant that the exhausts had to be reduced $\frac{1}{8}$ in to do it! Obviously, Cadillac have crammed all the valve area

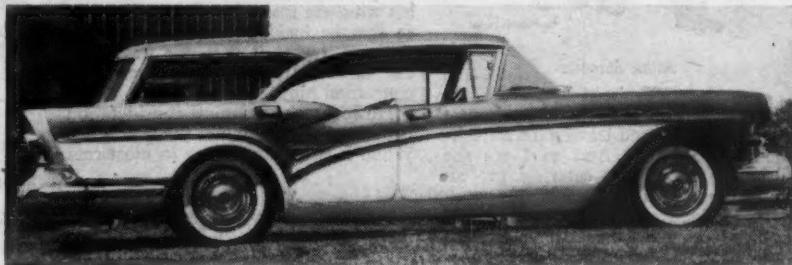
they possibly can into this basic wedge-type combustion chamber; at this point any increase in intake area must be purchased at the price of exhaust area. Buick have proved that we can live with tiny exhaust valves. Could this be the start of a trend?

The Eldorado series will use the same basic body shell as the standard models, but with some panel modifications and distinctive finning arrangement to set it off. The styling makes it look lower, though it isn't. A minimum road clearance of 6.2in is maintained on all models. Don't confuse this Eldorado series with the Eldorado Brougham that is rumoured for introduction sometime after the first of the year.

The 1957

Buick

Four-door estate wagon with hard top styling—the Century Caballero



PROBABLY the most interesting thing about the new Buicks is that they have been able to combine a modern low-silhouette body (3in lower than last year) with a basically "obsolete" chassis layout. Buick have stuck with the torque-tube drive and coil spring rear suspension for twenty years, while the rest of the industry has gradually switched completely to Hotchkiss drive. The torque-tube layout does have advantages, of course; but apparently only the Buick boys think they are very important. They keep it on their new chassis—along with coil springs!

What with all the problems of propeller shaft tunnel height this year with the new bodies, it came as a surprise that Buick could possibly work in a large single-piece tube that went more or less straight back from the transmission, as on earlier models.

It turns out that Buick's "gimmick" is a torque tube that slants down relatively steeply from the transmission, connects with the rear axle casing at a hefty angle—and has a second U-joint in the propeller shaft itself, just in front of the casing, to bring the drive straight for the pinion gear—very clever. In this way Buick can get its 58in high body, the beautiful torque absorption of the tube drive, the soft ride of a coil spring rear end, and avoid excessive tunnel height in the rear seat.

The new frame has the side rails well

flared out between front and rear wheels to permit lowering the floor pan down below rail tops. (G. M. calls this the "step-down" principle.) A new ball-joint front end is featured, and this also includes the popular "anti-brake-dive" front end geometry that seems to be sweeping the industry, and which Chevrolet first used in 1955.

This effect is achieved by slanting the upper A-frame pivot line downward toward the rear of the car, so that there is a vertical component to the brake torque reaction on the pivot points. The feature is claimed to reduce front end dive on hard braking by over 60 per cent. Buick are retaining 15in wheels and 12in brakes. Some have been able to squeeze 12in brakes in the new 14in wheels; but I note that most manufacturers who were using 12in drums last year have stuck to the larger wheels rather than design new, smaller brakes.

Rather extensive changes have been made on Buick's basic Vee-8 engine, that was first brought out in 1953. Piston displacement has been increased from 322 to 364 cu in, through a $\frac{1}{8}$ in increase in bore and a 0.2 increase in stroke. To accommodate the longer stroke the height of cylinder banks had to be raised $\frac{1}{8}$ in and the connecting rods had to be lengthened 0.1in. Some of the makers have been able to work in stroke increases close to

$\frac{1}{8}$ in without changing the block; but the Buick layout is so compressed and compact that any appreciable stroke increase called for big changes. Other engine improvements include larger intake and exhaust valves, extractor-type exhaust manifolds, and better carburation.

The same basic engine is used for all models now (the Special series used to have a small-displacement version.) The Special version now has 9.5 to 1 compression ratio, and is rated 250 b.h.p. with a two-throat carburetor. The senior lines have 10 to 1 compression and four-barrel carburetors, and are rated at 300 b.h.p. Torque is 400 lb/ft at 3,200 r.p.m. on this engine. An optional "power pack" is to be available for this engine—probably consisting of dual 4-barrel carbs and special camshaft—but this is not being advertised at present.

Incidentally, in contrast to all the emphasis on horsepower and performance, Buick is featuring a safety gimmick this year. It is an automatic buzzer that sounds off whenever the speedometer reaches a certain pre-set speed. The speed is adjustable by a knob on the instrument panel—and the thing will keep on buzzing until the driver either slows down or sets the knob up! It is quite a car—and one can't help wondering if Plymouth has the guns to oust it from third place in the sales race.

Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

You Too, Chum

AT times I have poured old-fashioned scorn on people who, at vast initial and running expense, wish to have automatic features in cars. My thought has been that anyone who wants an expensive gadget to change gear for him is in the class of the aristocrat who needs a valet to get him into his trousers, and so on. Warning lights? I look at my instruments!

Now I am not so sure. I have observed that a brilliant young engineer on another Iliffe journal is an umbrella-forgetter; that a grey-headed and capable executive of my publishers leaves



Anima absentia

brief-cases; and that my most honest colleague pushes off leaving his refreshment unpaid for. And so I see the ultimate motor car catering for all human weakness.

Mere electrics and hydraulics could not so compensate. An electronic brain coupled to a sort of tape-recorder-cum-loud-speaker? It would barrack like an Australian Test crowd. "Return your choke, you clot. Your drive-exiting indicator is still sticking out. You have left the gas on at *Mon Repos*. You did not stop at the pillar box to post the letter. Return to the drive, you have left Granny behind."

About this stage, one might shove a masterful fist at the brain, and potter on in the Vintage and Veteran manner.

Not So Bad

HOWEVER, as motorists, the absent-minded people whose legs I have pulled are better than that. Instinct, concentration and quick dealing with everything that arises do them very well. It is in our relaxing that absent-mindedness gets the better of us.

But a Let-down

THE driver among private motorists who I most admired for his skill and care, and for the manner in which the most awful cars thought they were Rolls-Royces when he drove, contributed a really sad instance of

anima absentia (or Scribe's Disease). His wife told me.

One evening he left London, 20 miles leading to Subtopia. After 10 miles he locked round in the road, drove back for a few yards, and bought cigarettes. Returning to the ticking-over car, he pushed on, following his own intricate dodge-the-traffic route. A mile or so after the wife asked—Had he forgotten anything at the office? No, he said, Don't talk to me when I'm driving. Then why, she asked, Are you heading for London?

Ashy Indecision

ASHTRAYS ought to be on the right, a keen driver tells me: central ones annoy him. What did I think? It happens that I have to plant a new ashtray, and I am in a state of worry. Right- or left-hand smoking, I had never given it a thought, and now I am self-conscious and either way seems awkward. A like case was the grandfather who was asked if he slept with his whiskers inside or outside the bed, so that he had sleepless nights of indecision, trying it first one way, then the other. It had never previously concerned him.

However, the technical consideration is perhaps the placing of the gear lever. When it is on the left, as in most cars



Experiments with ash

used in this country, the driver's ashtray should be on the right; and high up near the wheel and the eye-level. Controls like an overdrive switch, if on the right, should be clear of any instrument or facia cowling.

An ideal ashtray would have a tube leading to a venturi suction funnel under the car, so that ash was extracted and cigarette ends burned away to nothing, without fumes.

One that is sited where it can be caught by a strong draught is a menace.

Your Road, and Theirs

WHAT is a road?—the term needs defining. At one time it was accepted that it was for the travels of the citizens and for the movements of the goods of the merchant and farmer.

The march of troops was considered by the Romans and by Napoleon, with his kindly provision of shade trees along the *routes nationales*. But:—

"The 35-ton Sydney G arrived in London today after a 250-mile voyage—by road. She was brought all the way down from Hull on a giant transporter lorry because her new owners, a London lightering firm, thought it would be too rough at sea. Police outriders kept traffic clear for the tug to pass." (*London Evening News*.)

Whenever I go to the West, there will still be an encounter with a vast ship's propeller on a transporter, on its way from Northern seaside yard to a Western port. "Police outriders" will continue to be rightly vexed when some low-built model disregards their stop or



Valuable exports

diversion signals to sneak beneath the spreading blades. I shall continue to be deprived of bridges over rivers and by-passes round towns, for if a new road is not adequate for these transporter enormities, it mustn't be built at all.

In particular, the rise in bridge costs for heavy loads is enormous.

The Indivisible

THE justification for the giant electrical transformers and other monstrous loads going by road, is that they are "valuable exports." As though one couldn't send a team of assemblers with the bits! An imposition on the taxpayer of thousands of millions of pounds extra road costs is not justified by the occasional export scoop of some unwieldy bit of goods. As to ship's propellers and other such big loads, between ports, they could surely go by sea.

But a special ocean-going tug and barge could not be subsidized by the motorist and taxpayer, perhaps. Large steamers have been sent through Darkest Africa, in pieces, to inland lakes where they were assembled. Mighty machinery has been flown to inland gold mines, completely knocked down, by air freighters. The "abnormal indivisible load" in Britain is a racket, and at the expense of the public.

I do, however, admit and welcome the abnormal and indivisible cars of some of our favourite overseas visitors.

8

MEDALS FOR AUSTIN COACHWORK

Austin cars at Earls Court won no fewer than eight prizes for coachwork; three firsts, four seconds, and a third. The competition was arranged by the Institute of British Carriage and Automobile Manufacturers. Here is the whole impressive list.



GOLD MEDAL

- | | |
|-----------|---|
| SECTION 5 | Standard enclosed coachwork, list price not above £700
AUSTIN A.95 |
| SECTION 7 | Standard enclosed coachwork, list price not above £3,000
AUSTIN PRINCESS IV TOURING LIMOUSINE |
| SECTION 9 | Sports coachwork, list price not above £850
AUSTIN HEALEY 100 SIX with hardtop |



SILVER MEDAL

- | | |
|------------|--|
| SECTION 5 | Standard enclosed coachwork, list price not above £700
AUSTIN A.50 |
| SECTION 7 | Standard enclosed coachwork, list price not above £3,000
AUSTIN PRINCESS IV SALOON |
| SECTION 9 | Sports coachwork, list price not above £850
AUSTIN HEALEY 100 SIX. Open sports model |
| SECTION 12 | Estate cars, list price not above £1,200
AUSTIN A.95 COUNTRYMAN |



BRONZE MEDAL

- | | |
|-----------|--|
| SECTION 4 | Standard enclosed coachwork, list price not above £500
AUSTIN A.35 4-door saloon |
|-----------|--|

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

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mileage the more you need...

POWER

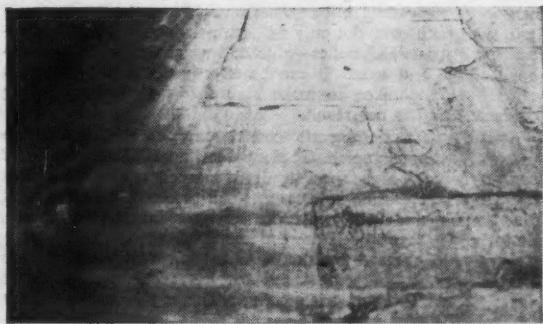
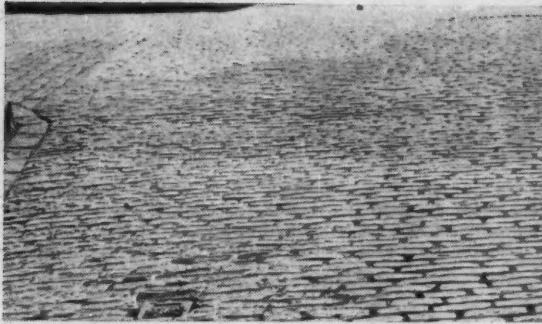
for reliability and economy

POWER PETROL • POWER DIESEL • NATION-WIDE SERVICE

Methods of the Experts

Part 3. ADHESION AND THE ART OF BRAKING

By the Staff of The Autocar



ROAD SURFACES: Left; stone setts—uncomfortable when dry and slippery when wet. Right; Asphalt—polished to a shine in its dry state, and a veritable skating rink when wet

IN the second part of this series last week, it was remarked that, passengering with Stirling Moss in a Monte Carlo Rally, a member of *The Autocar* staff observed how seldom Moss used his brakes. It was not, of course, that he was "hanging about"—in fact, on many of the difficult parts of the course he was probably a good 10 m.p.h. faster than the majority. Among the reasons adduced was that Moss was constantly thinking ahead; in consequence, he was almost invariably at the right speed and had the car correctly placed on the road.

This is the ideal, of course, and can be achieved only on the basis of considerable experience, coupled with all the qualities that make a first-class driver. But it provides a datum line—a criterion by which we can all judge our own performances. Certainly we can give ourselves a black mark whenever we have to crash-brake, even on the crowded roads of this country. Through being caught napping, we have slipped up in our job of anticipating situations that may arise. There is, too, a whole series of black marks if we drive on our brakes; the only possible justification is when circumstances compel us really to press on. As Ronnie Adams, winner of last year's Monte Carlo Rally, said recently, it is inevitable that the faster one drives, the harder the brakes have to work.

Before considering the methods of braking and where best to apply the brakes, it is desirable to discuss a few fundamental facts about tyre adhesion, stopping distances and similar matters. It is assumed that under ideal conditions, and discounting the possibility of "rack-and-pinion" effect between tyres and road surface, the maximum available deceleration is 32ft per sec per sec.

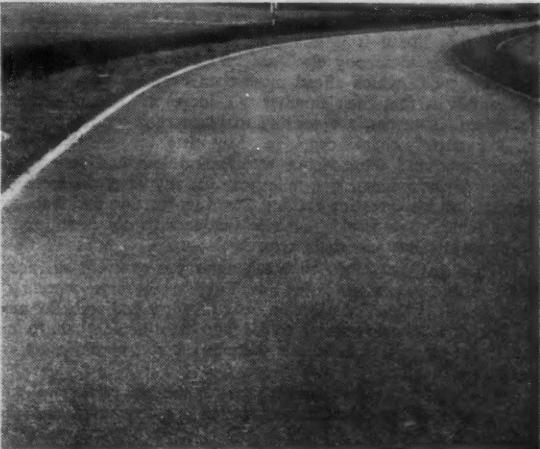
This ideal state of affairs depends on several factors; if all are correct, a car will stop from 30 m.p.h. in 30ft, 50 m.p.h. in 82-odd ft, 60 m.p.h. in 120ft, and 70 m.p.h. in 162ft. However, if there is insufficient road adhesion, if the car is on a down-grade or if there is not maximum braking on all four wheels—or if the brakes require adjusting or relining—this will not be achieved. Anything down to 60 per cent of perfection is considered good—which increases the stopping distances given above to 50ft from 30 m.p.h., 138ft from 50 m.p.h., 200ft from 60 m.p.h. and 270-odd ft from 70 m.p.h.

Add to these the "thinking" or reaction time, at the rate of 4.4ft per tenth of a second at 30 m.p.h. (bearing in mind that, unless one is a Moss, this will probably be in the order of 0.8 sec) and one notes that, with 60 per cent of braking efficiency,



Wood blocks. Very treacherous indeed when wet and, fortunately, becoming less common

Coarse tarmac. This surface gives excellent grip at all times and is often used for racing circuits



Methods of the Experts . . .

ency, it takes a considerable distance to pull up in an emergency from even as low a speed as 30 m.p.h.

The grip obtained by a wheel depends on the weight that the wheel is bearing under braking conditions, the nature of the road surface, the tread pattern of the tyre and its condition, the hardness or softness of the mix used in the rubber, and area of contact between tyre and road. Unfortunately not a great deal can be done with a standard car to alter weight distribution in cases where, under heavy braking, an excessive proportion of the total weight is transferred to the front wheels; in these circumstances there is an uncomfortably close approximation to two-wheel braking. This is a matter for designers and, with such cars, the only palliative—adopted by some competitors in trials and rallies—is to add weight in the neighbourhood of the rear axle. It can be effective, if crude, but great care should be taken to make sure that undesirable steering characteristics do not result.

So we pass to the experts' considered opinion of tyres—first those of trials champion Geoffrey Newman. Trials work, of course, is very high specialized, but experience in this field has lessons. Newman believes in small-section front tyres, with a continuous tread—they give the best possible steering in mud. So far as the rear wheels are concerned, he and his fellow trials drivers are governed by the R.A.C. trials regulations, which ban snow tyres and track-grips—these, says Newman, would assist tremendously on trials going. The regulations also limit the tyre section that may be used, so he fits the largest permitted tyres on the rear, bolts them on to their rims, and runs them at the almost unbelievably low pressure of 2 to 5 lb sq in. Note that the front and rear tyres are different, and also that by lowering the pressures at the rear, he increases the tyre area in contact with the road.

Maximum Grip—Short Life

Now let us turn to Ronnie Adams. First, he stresses a point which, if it were heeded generally, would make the roads considerably safer—"Maximum grip on the road and long tyre life do not go together; you cannot have your cake and eat it." For maximum grip choose a tyre with a lot of cross-grooving. These are noisy, but nice." He does not recommend tyre pressures such as have been mentioned for trials cars, but he points out that, under wet, snowy or icy conditions, pressures about one-third below normal will give much improved grip, and will not harm tyre walls if not used continuously. For ordinary motoring, he says, recommended pressures are usually best—but increase these, say, by 5 lb sq in for fast work, and a further 5 lb if, in addition, the car is fully loaded.

Tyre costs are not a major item in the running expenses of a car. Where tyre life is 20,000 miles, they range from 2d per mile for a car up to 1,000 c.c. to rather less than 4d per mile for a car of two or three litres—mere fractions of the total cost per mile. Is it not better, therefore, even to accept a halved tyre life if it is going to increase the safety of one's motoring—or somebody else's safety? Happily there are tyres available today which afford more than ordinary grip, and the probability is that their number will increase. Manufacturers, in several instances, are seeking to place road adhesion above all else—rightly so, we consider. Motorists, too, are tending to think more and more about safety, and less and less about obtaining phenomenal tyre mileages. In any case, the motorist depends on his tyres for braking, steering, traction and freedom from skids; obviously it is sheer madness to continue to use tyres which have lost their grip.

With a car that tends to break away too easily at the rear, tyres with a better grip can be fitted to the rear wheels to improve the balance of adhesion between front and rear. Because of this, it is clearly unwise to fit tyres of different pattern on either the front or rear wheels without thought of the effect on cornering.

So much for the tyre aspect; what of the brakes themselves? So far as their specification and design are concerned, and the relative distribution of braking effort between front and rear wheels, one is largely in the hands of the manufacturers. But



BRAKING DISTANCES, as they appear to the driver. In the top picture, the parked car is 30 feet from the camera—the minimum stopping distance from 30 m.p.h., without allowance for "thinking time." The middle and lower pictures show the car at distances of 60 and 120ft

are the brakes themselves efficient . . . is there any tendency for one wheel to lock . . . is there any grabbing? Over the weeks and months the efficiency of brakes can fall off without the driver appreciating the fact.

It is wise, therefore, to carry out a periodical series of brake tests on some suitable stretch of road—or to make use of one of the many brake-testing stations. Only by such means can it be known whether the brakes have retained their full efficiency. It must not be taken for granted that the fluid in the master cylinders of hydraulically operated braking systems has maintained its level. The reservoir must be checked at least at the intervals stated in the instructional manual and, if the level has fallen appreciably, an immediate search for the cause is indicated. In any case, the wise motorist examines the pipes and their connections periodically, to make certain that all continues to be well. Any signs of fluid around connections are danger signals. In mechanically operated braking systems, all linkages need to be lubricated; this applies particularly to cable-operated brakes, where the cable runs in a conduit, and to the pedal mechanism, if it is to operate with ease that is essential to smooth, progressive application of the brakes. With brakes, obviously, it must never be a case of putting off an adjustment until tomorrow—the morrow might prove too late.

In this connection, the expert, on taking over a strange car, seeks to determine the brake characteristics as soon as he possibly can. A feel of the pedal travel, an application of the brakes with the hands off the wheel to check for straight-line braking, a crash-stop, a pull at the hand-brake to check its power—these are all points which tell him how the car will react in an emergency.

Maintenance of the hand-brake—or parking-brake, a name which implies a quite unjustified limitation of use—is also important. Though, clearly, it will not have the same retarding effect as the foot-brake (because it works mechanically on the rear wheels only), it should be powerful enough to stop the car in an emergency. It can be particularly useful in cornering on ice, and is often used by rally drivers in special tests; by locking the rear wheels when the front wheels are at full turn, the tail of the car can be swung round.

If the car is to be parked for lengthy periods in the garage, it is as well to put chocks to the wheels, and leave the hand-brake in the "off" position. Apart from the fact that it is always better to leave things "in repose," there is the possibility of the brakes rusting to the drums if left in the on position. This also applies when the car is halted, with the drums hot, after descending a long hill. If the hand-brake is left on, the drums may contract on to the shoes, causing drum distortion and possibly jamming the brake on. The hand-brake can also be

invaluable in cases of failure of the hydraulic system—a point to remember if ever this unlikely mishap occurred.

Because braking depends on wheelgrip, the expert seeks all the time to analyse the road surface in terms of the grip it will afford should he need to pull up quickly. This is where the man or woman trained on two-wheelers scores; he (or she) has learned to assess the nature of various types of surface. If in doubt as to whether a stretch is slippery, a motor cyclist can lower a foot and trail it along the ground as a check. The car driver has to rely on his eyes, past experience, the feel of the car and on checking by purposely seeking to provoke wheelspin or a rear-wheel slide. There must be no question of being caught napping.

Wood paving, shiny black asphalt, roads with a top-dressing of small, round stones, smears of cow dung, a high degree of polish on a corner—all these call for special care. Nowadays there are some coarse-textured road surfaces which look as if they would give all the grip anyone could wish yet, when damp, they can prove almost as treacherous as if they had been smeared with oil.

It was mentioned that the driver can frequently tell from the feel of his car whether the road surface is skiddy. If the steering feels lighter than usual, or if, on acceleration, the engine revs seem fractionally high relative to road speed, there is all the warning he requires. In either case there is no need to flick the front wheels over or to induce a rear-wheel skid, though it can be worth while to check the degree of braking

obtainable—after glancing in the rear mirror and seeing also that no cars are likely to loom up ahead.

Wet leaves, rain immediately after a dry spell, approaches to pedestrian crossings, adverse cambers, bus stops, roundabouts, any turning where the road surface is thoroughly scrubbed by tyres—all of these have significance and enable the individual who uses his head and eyes to keep clear of trouble. In all such conditions, of course, stopping distances are increased many times, however efficient one's brakes may be. In this connection, where wheelgrip is known to be poor, the expert will often pull the car up by a series of dabs on the brake pedal—braking, in fact, until adhesion is lost, releasing pedal pressure and then braking again. The principle behind this is that the greatest stopping effect is provided just before the wheels lock and start to slide along the road.

It has been pointed out that the experts use their brakes as little as possible. Tony Marsh, speed hill-climb champion, tells us—and here is a factor of importance to ordinary drivers—that "The point of releasing the brakes is usually the same for all corners—when the steering wheel is just being turned to take the bend." There is no braking, therefore, on the corner—that is, while the wheels are not facing directly ahead. Like so many of the experts, Marsh believes in the principle of "In slow, out fast."

In normal roadwork, when the car is not being cornered anywhere near the limit, some braking can often be carried out on a bend. As a rule, however, any really heavy braking should be effected only when the front wheels are dead straight—otherwise, of course, skidding and loss of control can result. If the wheels happen to be locked over when hard braking is required, it can pay—if conditions allow—to straighten them momentarily, brake, and lock over again.

Save the Brakes

It has been mentioned that Ronnie Adams prefers to use his brakes for slowing down, rather than his engine and gears. This, of course, does not mean that the expert descends long, steep hills in top gear; it is quite simply that he objects to imposing needless harsh loads on the engine and transmission. On long descents which are calculated to overtax the brakes, he changes down—by the heel-and-toe method—to the gear appropriate to the particular set of conditions, but at a road speed which gives reasonable and not excessive revs; thus there is a steady, continuous braking effort on the rear wheels and less heat to be dissipated by the brakes—less chance, therefore, of brake fade.

In extreme conditions of braking, most of us have suffered the curious phenomenon of brake fade—usually towards the end of a long descent. The effect is alarming—one gets the impression that the linings suddenly have been smeared with slippery soap. At the cost of slightly higher pedal pressures to obtain an equivalent braking effect, this can be cured—or alleviated—by fitting harder linings. It is seldom that fade will become so advanced as to cause complete brake failure—unless the adjustment of the brakes is so bad in the first place that, as the overheated drums expand away from the shoes, there is no pedal movement left to keep pace with them. In such circumstances intermittent hard braking may save the day, the drums being allowed to cool slightly between applications. As soon as there are the slightest signs of fade on, say, an Alpine descent, it is wise to change down into the lowest gear that the road speed will permit, or stop if possible and allow the brakes to cool.

A point to be borne in mind by those who prefer to rely on their engines and gears to reduce speed on entering a corner is that, because they are not using their brakes, there is no stop-light warning to following traffic. It is assumed that the stop-lights do function, although it is evident that by no means all drivers make a periodical check or, indeed, know at what point the lights should come on. Preferably, the switch should not be so sensitive that the lightest "brush" of the foot on the pedal switches the lights on—it is extremely disconcerting for following traffic.

So much for braking methods and brakes; next week's article will discuss the negotiation of snow and ice, and how to cope with other winter hazards.



PETROL SHORTAGE THREATS

PETROL supplies to the retailers have been cut by 10 per cent, and garages are unofficially rationing their customers. The needs of essential services must, of course, be met in full. Wisdom of the advice that owners should draw fuel from their regular pumps will be appreciated by all who remember wartime shortages.

The Minister of Fuel and Power appealed for co-operation, and stated that if consumption was not cut voluntarily, he might be forced to use stricter measures. About 70 per cent of our oil supplies depend for delivery on the Suez Canal or the Syrian pipeline, and there is a hint that rationing might be contemplated in the recruitment of staff for administrative purposes; however, the

scheme could not be worked out and put into operation for about six weeks. In the meantime, stocks are good, and dollar purchases are to be permitted in the western hemisphere. Oil from America is dearer, but price control could be introduced if necessary. An order prohibiting the sale of petrol in containers guards against the dangers of hoarding.

Late holidaymakers in France will be glad to find that they can buy unlimited petrol, as the French restrictions do not apply to vehicles registered outside that country.

An addition to the restrictions was the announcement on Monday that no new applicants for the driving test would be accepted for the time being.

MORE FROM LESS

RESTRICTED fuel supplies and the Government appeal to use less petrol have emphasized the need to get the utmost mileage from each gallon. Drivers who have no experience of economy motoring may wish to have guidance on accepted methods of achieving it. They call for attention to the car and to driving methods.

Naturally, no amount of care will overcome mechanical deficiencies, and a check on the fuel and ignition systems may well be repaid. Look for leaking fuel pipe unions at carburettor, pump and tank. Inferior ignition is wasteful; sparking plugs should be checked for fouling and the recommended gap maintained. The condition of the contact breaker points and their gap when open should be verified.

Using the recommended winter grade of oil may help; a rubbing brake is wasteful of fuel; and tyre pressures

should receive more than the usual attention—it is desirable to have them a few pounds above normal.

Engine temperatures must, within reason, be kept high, if necessary by blanking off the lower third of the radiator. Cars equipped with an engine thermometer are at an advantage, and a radiator blind is a great asset. It can also be used to ensure a quick warm-up.

The effect of driving methods on consumption is considerable. After starting, return the choke as soon as possible. Develop a light touch on the accelerator, and avoid opening the throttle rapidly. By anticipating traffic movements ahead, the need for acceleration can be reduced. High revs in the indirect gears and "slogging" in too high a gear should both be avoided. Free-wheeling on hills makes for economy, but engine cooling on long descents may negative the benefits.

Tyre Price Cut

A REDUCTION of 2½ per cent in the price of Fisk tyres has been announced. Fisk Tyres, Ltd., state that the quality of the tyre will remain unimpaired, and that the price cut is a gesture by the company towards cheaper motoring.

NEWS AND

Emergency Committee on Oil

AT the request of the Government, an Oil Industry Emergency Committee has been formed to assist the Ministry of Fuel and Power in dealing with the problems arising from the present petrol economy measures in the United Kingdom (see left). Chairman of the Committee is Mr. C. M. Vignoles, of Shell-Mex and B.P., Ltd., and Mr. H. E. Barry of the same firm, is secretary; other members are: Sir Leonard Sinclair (Esso Petroleum Co., Ltd.); Mr. C. M. Merrick (Fina Petroleum Products, Ltd.); Mr. H. W. Rocke (Mobil Oil Co., Ltd.); Mr. H. H. Bates (National Benzole Co., Ltd.); Mr. R. W. Ball (Regent Oil Co., Ltd.); and Mr. G. C. Hick, representing other companies.

Short Time at Vauxhalls

VAUXHALL MOTORS, LTD., of Luton, have started to work a four-day week. This change is said to result from the Suez crisis, and will continue until Christmas. The company state that it is hoped that no workers will have to be laid off, but that some countries have asked for shipments to be held up for the time being, and a number of cars have had to be brought back from the docks.

These Highway Times

AT the Earls Court Motor Show visitors may have been handed a copy of the special edition of *Highway Times*, which pointed out the difficulties faced by motor manufacturers who had to produce cars to suit fast, straight roads in the export market, but which were also suitable to crawl along our out-of-date highways. Over the August Bank Holiday period, the Roads Campaign Council set out to discover, by means of a census, what were the times of journeys made during peak week-ends. Even though weather was poor in 1956, reducing the number of vehicles using the roads, the average was no more than 23 m.p.h.

Car Factory for Yugoslavia

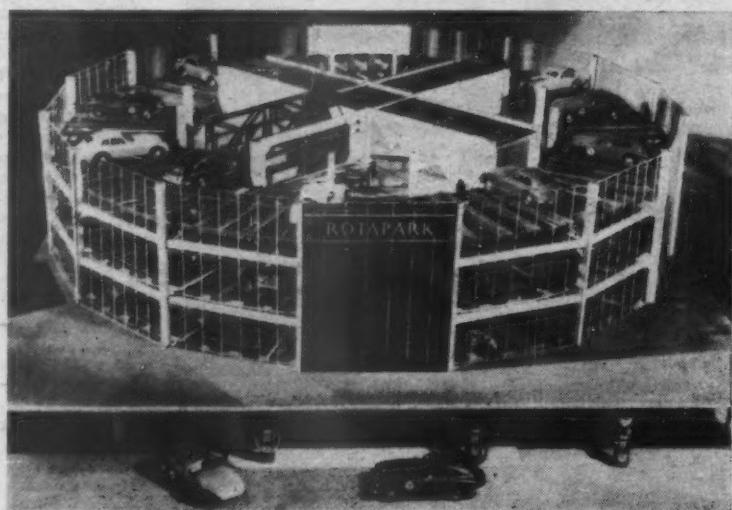
OVER eight acres will be covered by a car factory which is now being built at Kraoujovac, in Yugoslavia; its construction is expected to cost £10,000,000. It is hoped to start production at the new factory next year, and estimated output is 12,000 cars in the first year, rising to 32,000 in following years. Most of the equipment for the new factory will be imported from abroad.

Longer Warranty

ALL new Standard and Triumph vehicles sold on the home market in future will be covered by a warranty lasting twelve months, instead of the six months' period applying at present. The Standard Motor Co., Ltd. state that the period of guarantee for vehicles sold in certain overseas markets will be extended shortly.

Car Insurance for Europe

EUROPE'S Consultative Assembly has unanimously called upon its 15 member governments to conclude a European convention on compulsory car insurance. The recommendation was submitted to the assembly by the German Minister of Justice, Herr von Merkatz, on behalf of the legal committee; it was stated that proper compensation for victims of motor vehicle accidents on European roads was essential. In some countries, such as Italy and France, third party insurance is not compulsory as it is here.

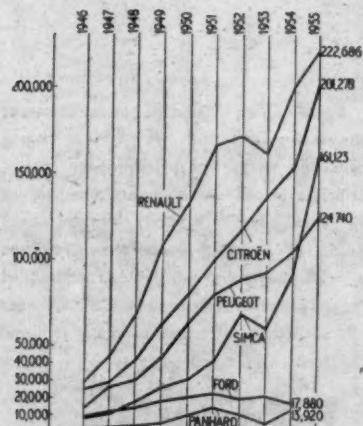


A MODEL OF the Rotapark garage described in *The Autocar*, November 2. It has space for 350 cars—not 3,500 as previously stated—and would be managed by Lex Garages, Ltd. Each floor rotates under electronic control, to bring a wanted car opposite the nearest of four central lifts.

VIEWS

Petrol Accidents

IN the annual report of the Government Inspectors of Explosives, published at the beginning of the week, it is stated that the number of accidents involving petrol last year was 81, the highest total since 1949, when there were 86. Of several cases mentioned in the report, two are notable: in the first, a car drove off with the nozzle of a petrol pump still in the filler orifice. The hose was fractured, petrol sprayed on to a nearby electrical switch, and the vapour ignited, burning the pump attendant. The other case—of which there were two examples—occurred when petrol tanks were being drained from cars standing over garage inspection pits. The report states: "Petrol vapour, being heavier than air, will remain in such pits for a considerable time if ventilation is bad; it is not always realized that as low a concentration as $\frac{1}{2}$ per cent of petrol vapour forms an explosive mixture with air."



THE PROGRESS of the French motor industry since the war is clearly shown here: Ford and Panhard have remained fairly steady, but the output of the other four companies has risen rapidly. Note the steady climb of Citroen.

Lebanon Assembly Plant

PLANS to establish an assembly plant of the Mercedes-Benz company in Lebanon have been completed, and work on the construction of the factory is expected to start soon. The new plant will assemble up to 500 Mercedes diesel-engined cars and trucks per month, which will then be exported to the Arab countries, including Egypt and Iran. At present about 100 cars a month are imported to the Lebanon.

Road Book of Ireland

THE Automobile Association has revived its *Road Book of Ireland* which last appeared before the war. The book contains 319 pages, giving full information on sports, touring and other aspects of Ireland, together with a complete gazetteer, a mileage chart, a five miles-to-the-inch road atlas, 250 route itineraries, and 60 town plans. It is a complete reference work for motorists travelling in Ireland, and costs 12s 6d.

Moving Mountains

THERE are many official foothills to climb before the mountainous obstacles to building a new trunk road are overcome. The London-Yorkshire motorway is past the first step, with publication in the *London Gazette* of the line for the southern part, from near Luton in Bedfordshire to Watford Gap, in Northamptonshire. Only in three places does the route deviate from that originally published: at Tingrith, Bedfordshire, and Whilton and Kilsby, Northamptonshire. The next part of the procedure is publication of a draft order proposing alterations to side roads and private access.

Prepare for Winter

NEXT week's issue of *The Autocar* will be an enlarged number providing a complete review of all aids to enjoyment and efficiency in winter motoring; the review will describe the entire range of heaters, windscreen washers, special tyres, demisters, and all other winter driving accessories available on the British market. The issue will also contain the fourth in the series "Methods of the Experts." All of *The Autocar's* regular features, and a second article on turbine engines, will be included in the number, which will be on sale from newsagents on November 23.



WHEELED HYDROPLANE from America: the aerodynamic design of Chrysler's Dart "idea car" was perfected in Europe's largest wind tunnel. It is said to have many advanced chassis and suspension features developed by Chrysler engineers in this country

Colour Rash

A SURVEY of colour at the Motor Show has again been made by the Paints Division of the Imperial Chemical Industries, Ltd. The trends continue in the same direction as in previous years; fewer cars are finished in black—11 per cent in 1954, 8 per cent in 1955 and only 4 this year. Two-colour treatment is gaining rapidly; cherry reds, maroons and pastels were also more popular. Pastels figured in nearly every dual-tone scheme either in different shades or combined with a clear colour. Metallic finishes neither gained nor lost substantially and were increasingly used on foreign cars, grey being the most popular colour.

Two-tones were more unorthodox and the second colour applied to unusual sections of the body, such as the front and back wings only, or over one door so that each was in a different colour. Of course, display models often have a special finish for Earls Court, but the analysis is some indication of public preference.

Used Car Values

THE following is a selection of prices realized for used cars at the Chichester sale of Southern Counties Car Auctions, Ltd., last week:

Car	Date	Price £
Armstrong Siddeley Hurricane	June 1947	225
Austin 16	Oct. 1946	240
Austin A.40	Aug. 1952	372
Austin A.40	Mar. 1954	430
Citroen Light Fifteen	Jan. 1947	235
Ford Anglia	Jan. 1949	235
Ford Consul	Feb. 1952	397
Ford Zodiac	Nov. 1954	507
Hillman Minx	Sept. 1950	317
Hillman Minx	Sept. 1953	390
Humber Hawk	June 1947	260
Humber Super Snipe	Jan. 1953	465
Jaguar 3½-litre	Aug. 1948	225
Morris 10	Sept. 1946	225
Morris Minor Convertible	Nov. 1954	420
Morris Minor Traveller	Sept. 1955	547
Morris Oxford	Dec. 1949	295
Standard 10	June 1955	437
Standard Vanguard	June 1953	435
Triumph Renown 2000	July 1950	335
Vauxhall Velox	Feb. 1953	395

ROAD UP

THE following list of major roadworks in Britain will help motorists to plan their weekend journeys. It has been prepared by the Royal Automobile Club. At most of the points quoted single line traffic is in operation either continuously or intermittently at peak periods.

West Country
A30.—Road reshaping at Blackwater near Redruth (Cornwall).
A390.—Lowering of road surface at Priddy (Somerset).
A385.—Resurfacing between Wonton Cross and Avonwick (Devon).

Southern England
A3.—Road widening 2 miles south of Petersfield (Hampshire).

A4.—Reconstruction in Deanery Road, Bristol.
A36.—Road reconstruction at Whaddon, south of Salisbury.

A35.—Reconstruction of Charmouth Bridge (Dorset).

A25.—Resurfacing in Station Road and Nutfield Road, Redhill (Surrey).

A3100.—Resurfacing of Bridge Road, Godalming (Surrey).

Midlands
A45.—Road reconstruction at Ipswich between Lister Road and Kelvin Road.

A47.—Sewer laying at Longthorpe between Peterborough and Leicester.

A5.—Drain laying at junction of Regent St. and Holyhead Road, Wellington (Shropshire).
A4123.—Resurfacing of Birmingham Road, Wolverhampton.

A16.—Construction of new bridge six miles east of Stamford (Lincolnshire).

Northern England

A1.—Road widening at southern outskirts of Darlington.

A65.—Reconstruction of bridge at Settle (Yorkshire).

A65.—Resurfacing between Greta Bridge and Westhouse.

A1.—Reconstruction in Newgate Street, Morpeth (Northumberland).

Scotland

A721.—Resurfacing of High Street, Carlisle (Lancaster).

A90.—Bridge reconstruction in Broad Street, Cowdenbeath.

A74.—Construction of dual carriageway at Carnwyl (Lanark).

A78.—Demolition of railway bridge at Kilwinning (Ayr).

Wales

A474.—Road slip at Garnant Hill, Gwaun-cae-Gurwen (Glamorgan).

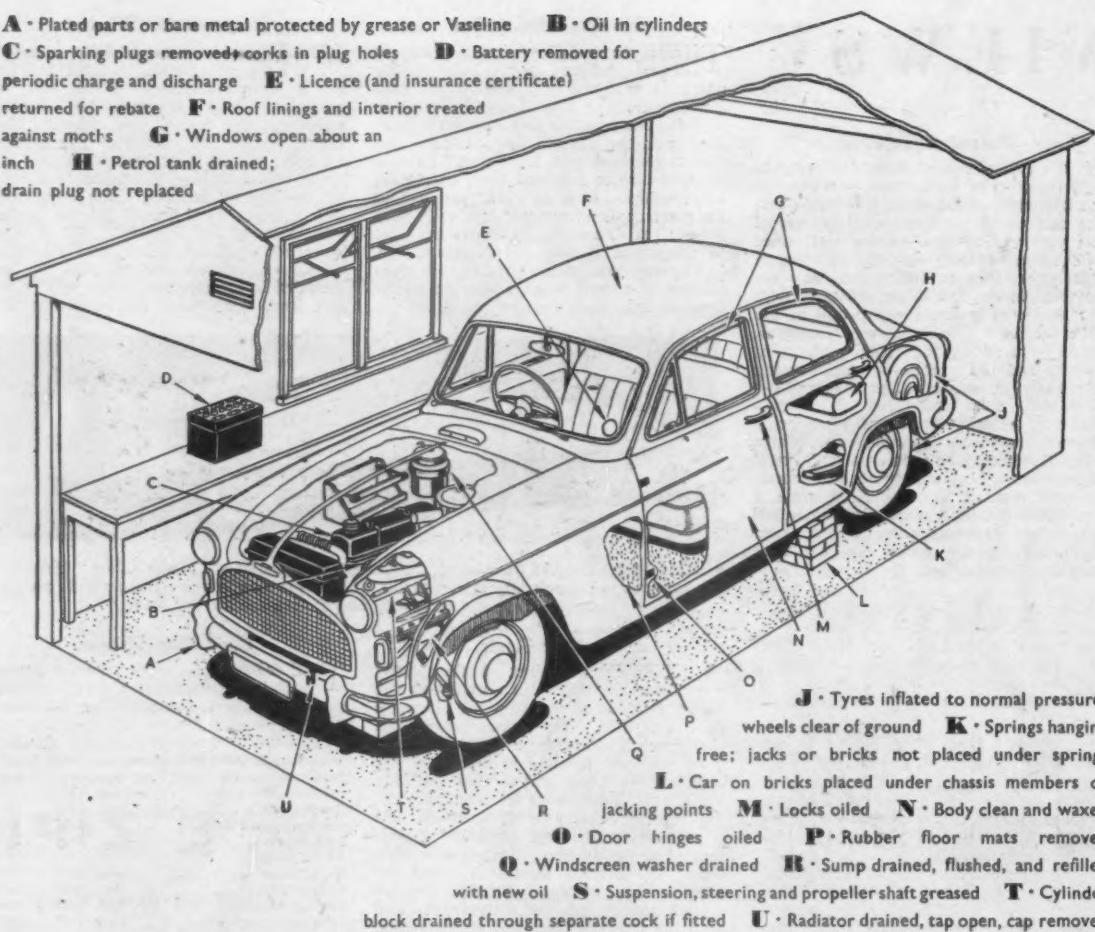
A457.—Major improvements at bridge in Clegyr between Haverfordwest and St. David's.

A40.—Roadworks in Priory Street, Carmarthen.

A5182.—Reconstruction work in Farrar Road, Bangor.

A474.—Road reconstruction between Rhayader and Cwmgorse.

A • Plated parts or bare metal protected by grease or Vaseline **B** • Oil in cylinders
C • Sparking plugs removed+corks in plug holes **D** • Battery removed for
 periodic charge and discharge **E** • Licence (and insurance certificate)
 returned for rebate **F** • Roof linings and interior treated
 against moths **G** • Windows open about an
 inch **H** • Petrol tank drained;
 drain plug not replaced



J • Tyres inflated to normal pressure;
 wheels clear of ground **K** • Springs hanging
 free; jacks or bricks not placed under springs
L • Car on bricks placed under chassis members or
 jacking points **M** • Locks oiled **N** • Body clean and waxed
O • Door hinges oiled **P** • Rubber floor mats removed
Q • Windscreen washer drained **R** • Sump drained, flushed, and refilled
 with new oil **S** • Suspension, steering and propeller shaft greased **T** • Cylinder
 block drained through separate cock if fitted **U** • Radiator drained, tap open, cap removed

OFF THE ROAD FOR THE WINTER

HOW TO LIMIT STATIC DETERIORATION WHEN THE CAR IS LAID UP

FAR be it from *The Autocar* to advise motorists to put vehicles off the road for the winter. The value of a car is considered by many to be at its greatest during the cold months of the year, when waiting at bus stops and stations in snow and rain is a dismal alternative to personal transport, and the delight of deserted roads on a sunny, crisp winter morning is not one to be missed. For sound personal reasons, however, there are many who prefer to lay up their cars until the return of warmer, more reliable weather, and it is desirable to outline the correct procedure to be undertaken, to minimize deterioration and avoid damage.

EXTERIOR

The car should not be put finally into the garage until it has been given a brisk run on a dry day. Before this outing, the car should be thoroughly washed and, when dry, cleaned with a good wax polish, which may be applied liberally. All chromium parts and bare metal should be covered with a generous smear of wax, Vaseline, chassis grease or one

of the proprietary chrome protectors. The car should be housed, if possible, in a well-ventilated garage, and if the garage roof is weatherproof it is not necessary or desirable to cover the car with a tarpaulin. Such a cover should be used only if it is likely that the car will otherwise become wet when it rains, though a light dust cover may be thrown over the vehicle if desired.

INTERIOR

Moths can do endless harm if they have the run of a car for several months; mice have been known to nest in the upholstery of a stored vehicle. Any proprietary insecticide containing D.D.T. should be sprayed inside the car over carpets and roof linings; rodent visitors are more easily spotted and dealt with. Rubber mats on the floor carpets should be removed, and the windows left open about an inch at the top, unless the garage is not weatherproof, in which case they should be tightly closed. In the case of convertibles the hood should be left up, and particular care should be taken to prevent damage by moths.

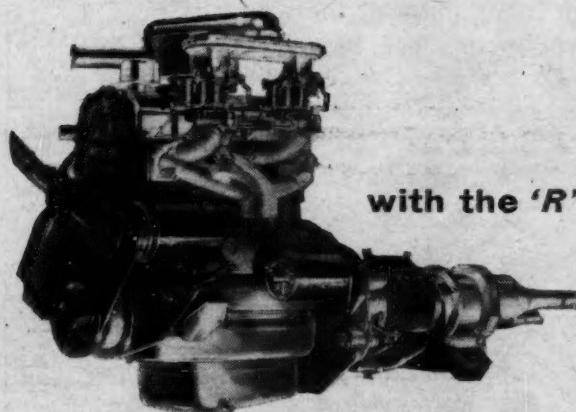
Leather seats should be cleaned by use of leather soap, followed by dressing with a good polish.

CHASSIS

If a tyre is left for a long period under deflection caused by the weight of the car, cracking and the development of a permanent "flat" area on the tread may result. For a prolonged period of disuse the car must be jacked up and left on bricks or a firm support so that the wheels are clear of the ground. The tyres should be inflated to normal pressure. The handbrake should not be left hard on for a long period or the brake drums may eventually become distorted or the mechanism jammed on. The car should not be jacked up in such a way that the road springs are compressed; the supports should be placed under a strong part of the chassis or jacking points, and great care taken to ensure that the load is not applied to the coachwork. Hydraulic jacks cannot be used as permanent supports, as eventually the fluid may leak and ground the car. The gear lever should be left in neutral to avoid



**NOW!
EVEN MORE POWER, MORE ZIP!**



with the 'R' Sixty-Seven engine

The Sunbeam Rapier has even more power and zip with the brilliant 1.4 litre 'R' Sixty-Seven engine, incorporating all the unique skill and rally-winning experience of Sunbeam's famous Competition Department.

This extra power in a car already outstanding — for performance, road-holding, all-round vision, safety, style and space — makes the Rapier a most exhilarating car to drive:

The 'R' Sixty-Seven engine has been developed to give a higher power output and even more vivid acceleration through the gears. Developing 67 b.h.p., it is fitted with new inlet and exhaust manifolds incorporating twin Zenith downdraught carburettors and new heat-resistant exhaust valves for longer life. Overdrive, fitted as standard, operates on top and third gears. £895 (P.T. £348.17.0). White-wall tyres and overriders available as extras.

SUNBEAM RAPIER

A product of



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Save more than 10 per cent

In the national interest petrol supplies have been restricted. All responsible motorists recognise that private motoring must be cut down. It is also important that you should save as much petrol as possible on every journey you make.

Whatever brand of petrol you use, proper maintenance and good driving will save petrol. Experience gained from Mobilgas Economy Runs in many parts of the world has proved that important petrol savings can be achieved by following these basic rules:—

- ★ *Check your engine tuning (ignition and carburetter settings)*
- ★ *Use a winter-grade—or preferably a multigrade—oil*
- ★ *Avoid fast starts*
- ★ *Get into top gear as soon as possible*
- ★ *Spare the choke*
- ★ *Be easy on idling—don't race your engine*
- ★ *Look ahead—avoid hard braking*
- ★ *Don't hurry—unnecessary speed wastes petrol*

**Issued in the interests of fuel economy by
MOBIL OIL COMPANY LIMITED**



Off the Road...

compressing the selector return springs during the laying-up period.

The chassis bearings of the car should be greased and all hinges, door locks, indicator pivots and other swivelling body components should be oiled.

Petrol left in the fuel tank through the winter will evaporate, but the residue may become gummy, and on restarting the car it will probably block the fuel lines. The tank should therefore be emptied; on most cars there is a plug and washer in the bottom of the tank through which the fuel can be drained.

ENGINE

Drain the sump and refill with new engine oil of the correct grade for summer use. Drain the radiator and flush it, but do not refill; leave the drain cock open and the radiator cap off, and remember to drain the cylinder block on cars which have a separate tap for the purpose. Then restart the engine and run it at idling speed for a timed minute. In this way the fuel in the pipe lines, pump and carburettor will be mainly exhausted (the tank should have been drained before this stage), the new, clean oil will be dispersed round the engine, and the radiator and water ways will be dried, all in one operation. Remove the sparking plugs, and pour into each

cylinder two tablespoonsfuls of engine oil, then rotate the engine by hand or by the starter motor several times.

The sparking plugs should be taken to a garage for sand blasting when convenient, and should then be wrapped in dry cloth and stored ready for later service. Corks, obtainable from chemists, should be inserted into the sparking plug holes. An additional advantage of this is that they can readily be removed to facilitate the later process of turning over the engine periodically.

BATTERY

Deterioration is certain if a battery is left unused throughout the winter. The most satisfactory procedure is to remove the battery and—if practicable—allow another motorist to use it. In most cases, however, this will not be possible, and the best alternative is to treat it to a series of charges and discharges. About once a fortnight it should be reduced to near half charge, and at once recharged, keeping the acid level topped up with distilled water. The discharging process should be done at a fairly rapid rate, and it is worth the trouble of connecting up a head lamp bulb, or perhaps a strip demister lodged in a safe place—not on the windscreen—inside the car, where it will have a slight warming and drying effect on the interior. The recharging should be done fairly rapidly, a faster charge than that provided by a trickle charger

being preferable, though not essential.

Obviously the cost and trouble of preserving the battery must be weighed against the useful life which remains in it, and if this is known to be small then it may be decided to regard it as scrap, to be replated or traded in against a new one when the time comes.

For complete safety, both main leads should be disconnected from the battery of a stored car, and if possible it is recommended that it should be removed from the car altogether.

GENERAL

If a licence is in force for the car, return it to the licensing authority and claim a rebate. Arrange with the insurers for the cover to be reduced to fire and theft only during the period of disuse; they also will allow a rebate, on return of the certificate of insurance, when the next renewal comes round.

If possible the engine should be turned over by hand a few times once a week, and occasionally more oil should be added through the sparking plug orifices. If there is no starting handle it should be possible to turn the engine by the fan blades with the sparking plugs removed or, with one rear wheel held fast and top gear engaged, by turning the other.

Finally, it is not advisable to lay up a car for the winter if no garage is available for it; there will be extensive deterioration.

SNAKE CHARMING

THE most persistent trouble in caravan towing, especially if the van is rather heavy in comparison with the towing car, is a tendency to lateral instability, or "snaking." The caravan in effect pushes the tail of the car first to one side and then to the other, and it can be dangerous.

Attempts to end this trouble have been concerned mostly with building a van of good towing characteristics, loading it to be nose heavy, keeping the tyres inflated fairly hard, or using a dolly. Independently operated brakes on the caravan provide a perfect answer, a touch on the controls steadyng the outfit almost immediately.

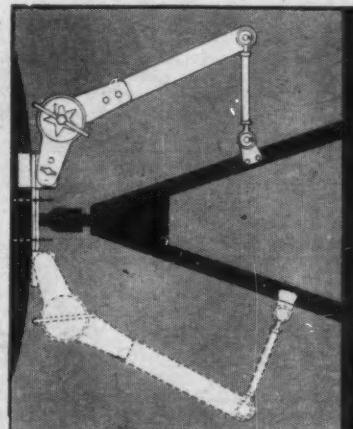
From Scotland comes the Scott stabilizer—an adaptation of the friction damper to remedy snaking in vans which have overrun brakes. By a system of linkages, one hinge of which is an ad-

justable friction damper, the rate of movement between the tow pole and the tow bar is limited. It would be expected that steering might be adversely affected, but this is denied.

It seems likely that the claim to stop slight snaking characteristics will be substantiated but if, for instance, a car and van are negotiating a downhill corner, any application of the car's brakes must still cause the van to give the car a sideways thrust, even to the point of "jacking-knifing" if conditions are severe.

Presumably the stabilizer will cause some limitation in turning circle, probably not much in evidence in forward movement; in reversing, where car to van angles can become acute, the greatest care must be taken.

Particulars of the stabilizer, which costs £10, may be had from John Scott, 18, Osbourne Place, Aberdeen, Scotland.



The Scott stabilizer. In dotted line is shown an alternative attachment on the nearside

Road Sign Reflections

A NUMBER of cars picked their way round Hendon aerodrome in the dark one recent evening to study the efficiency of a new direction sign which has come to England from the United States. It has already spread to the Continent, where, particularly in Belgium, visitors have remarked upon the brilliance of a new type of notice picked up in their head lights.

Made by the Minnesota Mining and Manufacturing Co., Ltd., the material used has been developed from the Scotchlite reflective tape which can be seen on many rear bumpers. It has a plastic feel about it, and is made up of millions of microscopic glass spheres which bounce

back the light directly to its source instead of deflecting it at an angle. It is said to have more than 200 times the reflective power of white paint, and will not shatter.

Through scarves of mist on Hendon runways, a luminous patch would appear at road sign level well ahead, and it was impressive as one came nearer to find that a conventional post erected beside it for comparison effaced itself in the murk until the approaching vehicle was within a matter of yards. It was as though the Scotchlite had its own light source, and sprang to notice like a dog's eyes in the dark.

Some apparently luminous white arms

—R.A.F. personnel wearing strips of a softer fabric, of textile feel—gave ghostly directions long before the flesh materialized; under side or head lights, one-way street directions lit up; then halt and bend signs, delineators, a triangle for a broken-down lorry and black and white posts.

The Minister of Transport has power under the new traffic Act to require illumination of road signs. Such illumination would certainly be a great help to night-time road users.

Scotchlite will be demonstrated at the Public Works and Municipal Services Exhibition to be held at Olympia, London, from November 12 to 17.



R. W. Dalglish, winner of the rally in a Triumph TR2, receives from Mrs. Hussey, wife of the Mayor of Hastings, the Trophy and cheque for £50 presented by "The Autocar"

Toughest Event in Series: "The Autocar"
Trophy goes to
R. W. Dalglish
(Triumph TR2)

RALLYING TO HASTINGS

TAKing roughly the same form as last year's event, and running without sponsorship for the second year in succession, the M.C.C. National Rally last week was won by R. W. Dalglish in his Triumph TR2. A brief navigation section had been added, which presented little difficulty to the experienced, though 63 competitors lost marks over its 54 miles.

Consistent with the M.C.C.'s principle of keeping road speeds down and causing as little public annoyance as possible, the event was made reasonably difficult (for all but the experts) by increasing the problems to be met as the 1,200 miles progressed and crews grew tired. Toughest by far was the Hirnant Pass, in Wales. Cross gulleys, thick mud and a surface well nigh washed away by recent rains brought the less experienced to a standstill, and caused considerable delays. The organizers decided to cancel the section, and the penalty marks incurred there, but so many were the protests that the stewards reversed this decision.

The rally started on Thursday morning from Manchester, Kenilworth, London, Taunton, Norwich, Cardiff and Glasgow. Straightforward main road sections led to the converging point at

Harrogate, where the 151 cars began to arrive at 6.36 p.m. after an uneventful drive in perfect weather. There was no penalty for early arrival at Harrogate (or at any other control), and so modest was the required average to this point that many crews arrived with considerable time in hand—and put it to good purpose in plotting out the 54-mile navigation section which followed some 37 miles after Harrogate.

Soon after Harrogate—at Kirkham—the cars checked in at the first control—stepping-off point for the navigation section. The loop lay to the north-east of Harrogate, and led through a maze of narrow lanes which allowed no room for overtaking. Though it was not too difficult, those who did make mistakes found it almost impossible to retrace their steps and make good lost time.

Emerging from the map-reading section, the route struck across the North Yorkshire moors to Castleton, westwards to Stokesley and then south to Croft before running north-west again to the control at Piercebridge, in the foothills of the Pennines. Here there was a half-hour's halt for refreshments. Manchester starters, B. J. Warr (Ford) and L. Griffiths (Triumph TR2) led the contingent

in—ahead of time, as were the majority at this stage.

From Piercebridge, the cars took to the hills—Barningham, Scargill and so to Tan Hill, high in the Pennines. At midnight the rain had started to fall, blown in horizontal confusion across the heights by the gale. Head lamps picked up and illuminated the downpour, and the cars rocked as they traversed the exposed, unfenced roads. The route continued north-west to the control at Daddry Shield and on to Alston, the northernmost point reached by the rally.

The main road—A686—led southwards again towards Penrith, where the 27-odd m.p.h. average required by the regulations had not yet become difficult to maintain. Once more, Griffiths' Triumph TR2 led the field, pulling into the market square at about 4.30 a.m. Running as competitors, members of the R.A.F. were carrying out research into fatigue among several selected "guinea pigs," and set up their apparatus in the café close to the control caravan. These tests were carried out at intervals throughout the rally.

From Penrith 19 miles of main roads led to Keswick and the beginning of the Lake District section—Portinscale, Stair and Buttermere, and on to the once

J. Casewell's Austin A.105 prepares to set out on the acceleration test up Hardknott Pass in the grey early light of the Friday morning. G. Patrick, of the M.C.C., gives instructions on how the test is to be carried out

I. F. Walker's Willmett-tuned Ford Prefect rolls through the Keasden driving test on the Friday morning—on its way to winning the class for 1,000 to 1,300 c.c. Gran Turismo and modified touring cars.



formidable Honister Pass where, an hour before an overcast, windswept dawn, competitors were confronted with the first of eight special tests. The cars were still ahead of time and, of the 151 which had started out almost 24 hours before, 133 remained.

The test—braking to a standstill between two lines on a steep down-grade, reversing, and moving forward again—failed three cars; the ultimate winner, Dalglash's Triumph, recorded fastest time with 10.4 sec out of a maximum permitted 15. Next fastest was D. O'M. Taylor's Triumph, followed by R. N. Richards' M.G. A, with 10.8 and 11 sec respectively. On from Honister to Wrynose and Hardknott Passes—equally formidable; on the lower, very steep approaches to Hardknott came the second test—a speed hill-climb over 200 yards, which included a left-handed right-angle and a right-handed hairpin, both exceedingly steep.

Several cars found the stop-and-restart too much for them, including Hocquard's little 750 c.c. Renault. Phipps' Morgan, suffering from a burnt-out starter, had to run backwards down the hill to get the engine going. Fastest time was recorded by Dr. Spare's Triumph TR3 in 18.2 sec, followed by Goodall (Morgan) and Yarranton (Morgan), both with 18.4 sec.

In daylight now, the 129 survivors headed inland and south to Keasden and the third test. Laid out at a cross-roads, bleak and windswept on the high hills, the test entailed "visiting" each leg of the cross-roads—forward into the first, right-handed—back across to the opposite leg, and forward, left-handed into the third. Peter Morgan's little Ford-engined Morgan Four-Four did well to record 16 sec which, together with Jacoby's Triumph TR2 and Blair's Morgan Plus-Four, stood as fastest time of the day. Next fastest were Hills' M.G. A and Dr. King's Triumph TR2, with 16.4 sec.

So by recommended route through the less romantic Waddington, Preston, Wigan and Warrington to Chester, with some 45 minutes' halt before embarking on the Welsh section and the second night's motoring. Some competitors, who elected to use the Mersey tunnel, were delayed by Liverpool race traffic and breakdowns in the tunnel itself.

At the Chester control, however, the majority of competitors had lost few marks. Some took advantage of the halt to have a wash and shave and a platter of Lancashire hotpot; others ferreted out their tool kits for repairs and adjustments.



Dr. R. Renwick's M.G. Magnette at the Dinas Mawddwy time check, six miles short of the special test on Bwlch-y-Groes on the Friday night. It was soon after this that failures on the Hirnant Pass baulked much of the entry



Driving tests on the sea front at Hastings took place in warm, sunny weather, which contrasted with stormy conditions on the route. Here A. G. Norgard (M.G. A) tackles the Scissors test

Starting line of the first test at Hastings, as L. S. de Meza (Ford Zephyr II) awaits instructions to make his climb. A delicate touch on the throttle and the minimum of wheelspin paid dividends here

F. Roden and W. E. Sinclair jacked their side-valve Morris Minor to spray its clutch with fire extinguisher fluid, only to discover that the device would not squirt upwards. Mr. and Mrs. A. Randall's M.G. A received some attention from a hammer to its left front mudguard (there was a clause in the regulations penalizing cars for damage sustained *en route*).

A circuitous route from Llangollen to Bala (at the northern end of the Bala Lake) gave competitors a foretaste of what was to come. Driving south-west through Merionethshire, they were routed east again, just short of Dolgelley, for Dinas Mawddwy and the famous Bwlch-y-Groes. Here was the sole special test in this night section. It required a standing start on line A (engine shut off, restarted and car moved from line A in not over 5sec) which was just short of the famous right-hand hairpin at the bottom of the hill; next, stop astride line B (just short of the hairpin's apex) and accelerate round the bend to a flying finish over line C.

As with most special tests, there was only one right way, and those with excess power needed to tread delicately. Small cars with three-speed gear boxes did not all have sufficient horses for the job. The tarmac road was wet and slip-





The scene at the Little Roodee, on the Welsh side of the city of Chester, as competitors gathered there for a lunch-time pause on Friday

RALLYING TO HASTINGS . . .

pery, and every now and again the heavens released a further flood.

Of the Manchester starters, T. G. Peacock's Standard Eight and T. Lunn's M.G. failed to stop at line B, and H. J. O'Connor Rorke's D.K.W. 3-6 rather surprisingly failed to restart from it. Several Mark VII Jaguar drivers gave great displays of wheelspin, and the Ford Zephyrs (old and new) seemed to be troubled with lack of adhesion; not all, however, which proved that a pound of experience is worth a ton of ham.

The Renault Dauphines present proved unable to make a clean and confident restart—surprising, in view of some of the Alpine slopes in their native France—and Major Graham had the utmost difficulty in getting his new-type Ford Consul off the line, stalling twice. Fit-Lieuts. E. L. Rigg and G. R. K. Fletcher had even more difficulty in an old-type Zephyr.

The Singer Gazelles made excellent get-aways, having a very low first gear, but the neatest exhibition of all was by S. P. A. Freeman (M.G. TA), who restarted without fuss or wheelspin, as though on a level road. A. E. Westbrook's 1957 Morris Minor 1000 gave spectators a fine demonstration of its increased power in a very confident run, and F. Dent showed how to control excess urge in his Jaguar XK140.

The route over the Hirnant Pass

became blocked by a competitor in difficulties, with the result that many competitors were greatly delayed.

The route now zigzagged south via Machynlleth in the Dovey valley, Llanidloes and Rhayader (the Elan Valley Hotel) to Llanwrtyd Wells, and thence, via Painscastle, eastward out of wild Wales to Gupsill Manor Hotel on the outskirts of Tewkesbury. By the time the last car was due out of this control, only 99 had arrived; nevertheless the time schedule to Hastings, still some 190 miles away, was generous enough to allow late-comers to make up some deficit.

There was a time allowance at the Beauport Park Hotel (final road control and time check) for breakfast and a wash; then the concluding tests—and SLEEP.

There were four tests to be negotiated—all in Hastings itself—before the final, long-awaited relaxation. The first, laid out on Castle Hill, entailed (very briefly) a stop-and-restart on a steep gradient, a left turn to stop beyond a line, a reverse back on the steep gradient, and a restart to cross a second line farther up the hill. The surface was slippery and power an embarrassment. Though some competitors did right in transferring their passengers to the rear seat, the majority sat them to the left of the car, assuming that they would keep the left wheel down on the left-hand corner. In fact, torque spun the right-side rear wheel at the getaway and they would have been better advised to concentrate the weight on the right.

Last year's site, on Robertson's Hill, was used for the downhill braking test—with added variety this year in the shape

of three pylons round which the cars had to wiggle. Excitement was provided by Lou Tracey's XK120 Jaguar. Just as the car appeared to be stopping perfectly, wheels locked over to the right to increase the braking effect, a brake pipe fractured. Fortunately, a garage at the foot of the hill was able to effect a repair so that the car could finish the two remaining tests. Despite the fact that the hill was very slippery, few cars overshot the line.

The last two tests, laid out on the promenade, were watched in the sunshine by considerable crowds. In the final Scissors test, Burnell's Triumph TR2 ran wild, mounting the pavement at speed and buckling a wheel, before completing the test; "27.8 seconds," said the commentator, Ken Best, "and £14 3s 1d."

One or two competitors had found time to clean up their cars in preparation for their public appearance on the sea front, notably Appleby's Morgan and Burville-Holmes' Singer Gazelle; others were so travel-stained that their owners had drawn in the mud and dust on the cars the "sighting lines" for the stop-atricle tests. Reid's M.G. A put up the excellent time of 24.8sec in the Scissors test.

PROVISIONAL RESULTS

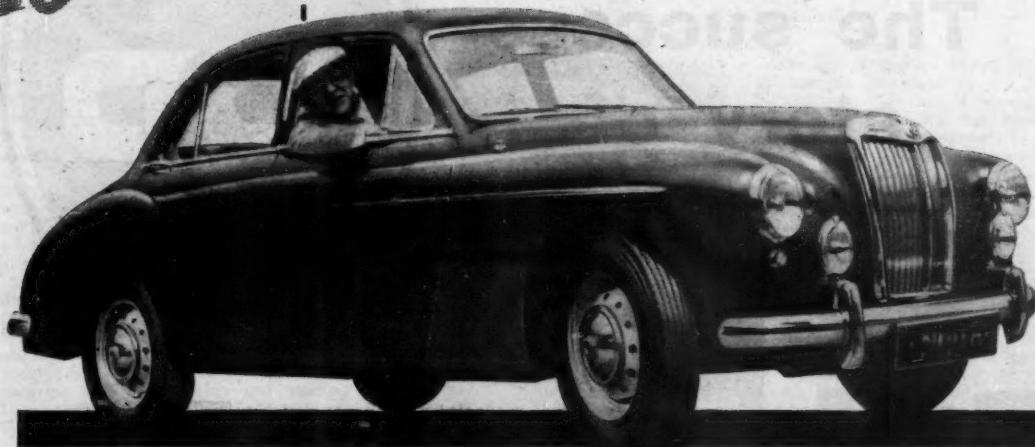
The Autocar Trophy (best performance):
Triumph 1.991 (R. W. Dalglish), 11.08 marks lost.
Second: M.G. 1.489 (P. N. Richards), 12.34.
Third: Triumph 1.991 (D. J. Taylor), 12.54.

Performance on formula basis: 1. Ford 1.172 (P. Simister), 124.84 marks gained; 2. Ford 1.172 (Miss P. A. Ozanne), 123.56; 3. Ford 1.172 (Miss P. A. Ozanne), 125.98; 4. Fiat 1.099 (P. W. Watkins), 49.91; 5. Fiat 1.099 (D. W. Watson), 49.91; 6. Fiat 1.099 (J. D. Islam), 13.32; 7. Fiat 1.099 (D. H. Wilson), 13.32; 8. Fiat 1.099 (D. H. Wilson), 13.32; 9. Fiat 1.099 (D. H. Wilson), 13.32; 10. Fiat 1.099 (D. H. Wilson), 13.32; 11. Fiat 1.099 (D. H. Wilson), 13.32; 12. Fiat 1.099 (D. H. Wilson), 13.32; 13. Fiat 1.099 (D. H. Wilson), 13.32; 14. Fiat 1.099 (D. H. Wilson), 13.32; 15. Fiat 1.099 (D. H. Wilson), 13.32; 16. Fiat 1.099 (D. H. Wilson), 13.32; 17. Fiat 1.099 (D. H. Wilson), 13.32; 18. Fiat 1.099 (D. H. Wilson), 13.32; 19. Fiat 1.099 (D. H. Wilson), 13.32; 20. Fiat 1.099 (D. H. Wilson), 13.32; 21. Fiat 1.099 (D. H. Wilson), 13.32; 22. Fiat 1.099 (D. H. Wilson), 13.32; 23. Fiat 1.099 (D. H. Wilson), 13.32; 24. Fiat 1.099 (D. H. Wilson), 13.32; 25. Fiat 1.099 (D. H. Wilson), 13.32; 26. 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BRITAIN, a Solus BP Service Station, Kingston-by-pass, Surrey.

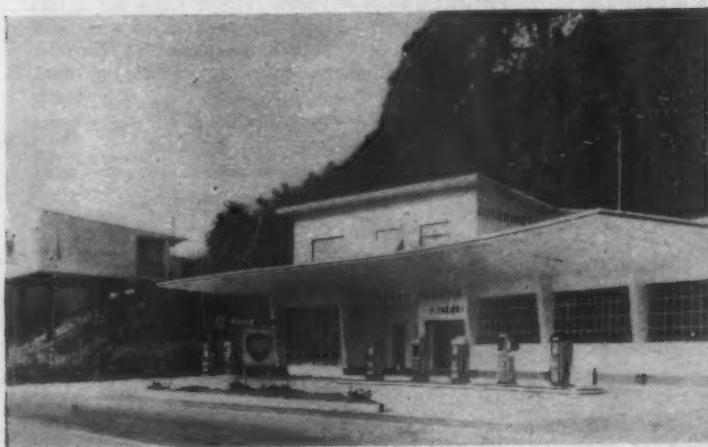
The success story of.....



FRANCE



SWEDEN



SWITZERLAND

IN RECENT YEARS the chain of BP Service Stations across Western Europe and many other parts of the world has been steadily extended and improved. Now solus BP Service Stations are also being seen along the roads of this country.

Since the end of the war, the total amount of crude oil and refined products sold under the BP sign has increased by 140%. There could be no better testimony to the high quality of the many different products made available to the motorist by BP research.

Behind the green and yellow BP shield lie the full resources of The British Petroleum Company. These include 14 refineries—4 of them in this country—and one of the largest privately owned tanker fleets in the world.

More Three-Wheelers

MOTOR CYCLE
SHOW HAS
TEN MODELS

THREE-wheeler at the London Motor Cycle Show, and they are in surprising variety. The really diminutive ones, many with Villiers engines of motor-cycle type, represent the smallest vehicle in which two people can have shelter from the weather.

The Gordon has a simple tube chassis and a 197 c.c. engine tucked away in the side, driving the rear axle through a chain. It is a two-seater with a hood, is surprisingly roomy for two, and has quite large wheels.

The Bond has the same size of engine but drives through the single front wheel. At the Show, a smart hard-top and a coupé were introduced; the single sideways seat at the rear is useful extra accommodation. The handiness of this model was displayed by one which perpetually turned in its own length, chasing its tail. A third in this small class is the new Progress Tourette (197 c.c.)—a pretty little beetle.

Moving up a size, there is a 346 c.c. engine at the rear of the AC Petite sun-shine-roof saloon, which has a good body with safety glass all round. This is a well-made, coachbuilt product, and the specification includes such features as hydraulic brakes, a Servais silencer, and a steering-column gear change.

Although the 322 c.c. Anzani engine driving the single rear wheel of the new Powerdrive is at the rear, this sporting open two-seater is somewhat reminiscent of the old Morgan three-wheelers. It has a shapely tail. The wheels are full car size, and the front suspension and steering follow orthodox car design. The chassis is a simple and sturdy one.

The Powerdrive is another new model of sporting appearance



New to this country is the Heinkel Cabin Cruiser



Hard-top bodywork for the Bond Minicar

The Reliant may be considered as equal in strength and size to a "Vintage" popular car. It has a strong chassis (based on that of the van model), and 4.50-14in tyres. It is steered by a single front wheel. Well behind this wheel is a 750 c.c. four-cylinder water-cooled engine, which is (with Austin permission) a modernized version of the famous old "Baby Austin" unit. It is located between the two occupants, under a great hump; with this hump removed, the unit is very accessible. There are four seats and coupé or hard-top bodies of glass fibre.

From Germany comes the Breutsch, a very pretty little car. A single wheel and the small power unit are at the rear. There are two- and three-seaters, with 191 and 247 c.c. engines. A tiny single-seater with 50 c.c. to drive it looks as if some *Gran Turismo* car at the Motor Show has left an egg behind.

And finally, that darling of the West End's *jeunesse dorée*, the cabin scooter, which is so handy, so elegant and fashionable, and so surprisingly expensive. Messerschmitt showed a version with lizard-skin upholstery and dummy wire wheels with plated spokes, and there were new Heinkel cabin cruisers. Both these versions of the basic idea were the glamour girls of the three-wheelers.

The Heinkel has a four-stroke engine. Easy access to the rear engine and transmission, when the tail panel is hinged up, is a good point. The whole front of the body forms a door, which opens upward and outward for access to the two side-by-side seats. All round the edges of this door runs a strong tubular frame which, in an accident, would serve as an effective roll-bar.

Condensed details of the three-wheelers follow:

A.C. Petite: 346 c.c. Villiers two-stroke engine, self-starter, 3-speed and reverse gear box. Hydraulic brakes, 4.00-12in tyres. Standard £265 basic, £331 18s 6d with tax. De Luxe, £290, £363 3s 6d with tax. (A.C. Cars, Ltd., High Street, Thames Ditton, Surrey.)

Bond Minicar: 197 c.c. Villiers engine, 3 forward speeds. Self-starter on de luxe models,

More Three-Wheelers...

some of which have hard tops. Children's seats at rear. 4.00-8in tyres. Mk. D Standard, £221 10s. basic, £278 13s 2d with tax. Six models, the top-priced £270 basic, £339 10s 6d with tax. (Sharps Commercials, 1st d., Ribbleton Lane, Preston, Lancashire.)

Breitsch: 191 c.c. engine in 200 Mk. I 2-seater, 247 c.c. engine in 300 Mk. I 3-seater, 4-speed and reverse gear boxes. The Mopetta single seater has 50 c.c. engine. 200 Mk. I 2-seater, £325. 300 Mk. I open 3-seater, £395, coupé £435. Mopetta single-seater, £198 10s. (Breitsch Cars England, Sherwin Road, Castle Boulevard, Nottingham.)

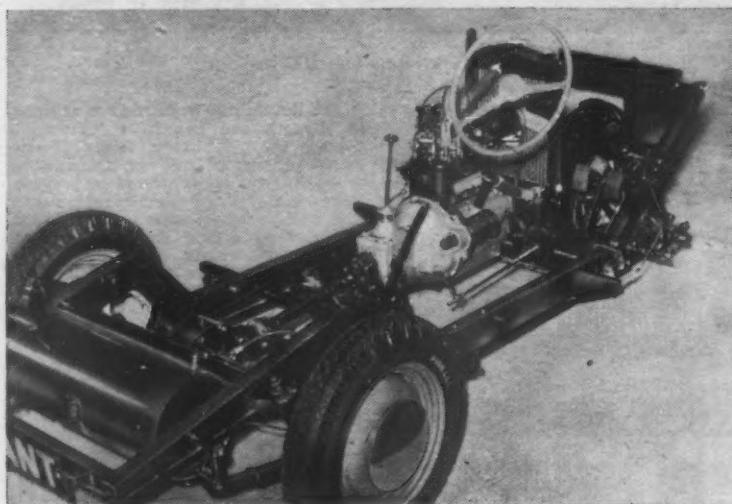
Gordon: 197 c.c. Villiers engine, self-starter, 3-speed and reverse gear box. 5.20-15in tyres. Standard, £239 8s 3d basic, £301 2s 9d with tax. De Luxe, £250 13s 5d basic £315 5s 4d with tax. (Vernons Industries, Ltd., Vermail House, Ormskirk Road, Aintree, Liverpool, 9.)

Heinkel Cabin Cruiser: 174 c.c. four-stroke engine, self-starter, 4-speeds and reverse gear box. 4.40-10in tyres. £317 15s basic, £398 15s



Four-seater saloon bodywork on the Reliant

A single arm runs from the Reliant's front wheel to a transverse torsion bar. The 750 c.c. engine is between front seat passengers



with tax. (Ernest Heinkel A.G., Stuttgart, Germany; Noble Motors, Ltd., 211, Piccadilly, London, W.1.)

Messerschmitt: 174 c.c. engine in KR 175, 191 c.c. in other models. Self-starter. 4-speed gear box. Reverse on KR 200. Saloon, with tandem seating. KR 175, £253 14s 6d basic, £314 18s 2d with tax. KR 200 Standard, £276 6s 2d basic, £342 18s 10d with tax. KR 200 De Luxe, £295 18s 1d basic, £367 4s 4d with tax. (Messerschmittwerke, Regensburg, Germany; Cabin Scooters, Ltd., 17, Great Cumberland Place, London, W.1.)

Pashley Pelican: 600 c.c. J.A.P. engine, 3-speed and reverse gear box. A 3-wheeler kickshaw driving on rear wheels. 5.20-15in tyres. £235 4s basic, £300 6s with tax. (W. R. Pashley, Ltd., 140, Chester Street, Birmingham, 6.)

Powderdrive: 322 c.c. Anzani engine, self-starter, 3-speed and reverse gear box. (Powerdrive, Ltd., 34½, Commerce Road, Wood Green, London, N.22.)

Progress Tourette: 197 c.c. Villiers engine, self-starter, 4-speed gear box, reverse optional. Alloy body, £259 basic, £325 0s 11d with tax. Glass plastic body, £238 15s basic, £299 12s 5d with tax. (Progress Supreme Co., 852, Brighton Road, Purley, Surrey.)

Reliant: 748 c.c. side-valve engine, 4-speed and reverse gear box. 4.50-14in tyres. Regal Mk. 3 Hardtop, £430 13s 6d. Mk. III Coupé, £420 13s 6d. Utility £340 basic; £511 7s with purchase tax. (The Reliant Engineering Co. (Tamworth), Ltd., Watling Street, Twogates, Tamworth, Staffordshire.)

Good Word for the Woman Driver

THERE seemed to be an interesting subject for study in accident-proneness figures as between men and women, but recent efforts to nose out statistics brought little return. It transpired that it was not so much the sex as the mental characteristics of a driver which made one person more liable to crash than the other, and the Ministry of Transport, Royal Society for the Prevention of Accidents and British School of Motoring concurred with this opinion. RoSPA put forward the interesting statement that people from a home where parents were divorced were more accident-prone as, of course, are drivers unhappy or worried in any way, for they are preoccupied or in such a mood that ordinary considerations of safety become dulled.

At a Pedestrians' Association conference, Dr. A. L. Goodhart asserted that women were more careful and considerate than men. He quoted figures which had been marshalled by American insurance companies, showing that, in 1955, 52,000

male drivers were involved in fatal accidents and nearly two million in non-fatal, while comparable figures for females were 4,000 and 341,000. Although these statistics could not prove anything conclusively unless the total numbers of men as compared with women drivers were available, the ratio of fatal to non-fatal collisions proved that women had consistently less serious accidents.

The chief instructor of the B.S.M. was quite favourably disposed towards the 50 per cent of his pupils who were women, and a significant fact is that an equal number of each sex who have been trained by the School pass the driving test. But the girls achieve this in fewer lessons than the men, although this feather should perhaps be kept beneath the hen-party hat.

Women took the matter far more seriously and learned the Highway Code, continued the instructor. They did not think they knew it all without being taught, and were less aggressive than the

male and therefore more amenable to training. Here, of course, the psychological aspect is probably quite important, for the B.S.M. teacher would be far from human if he did not scan his day's timetable for the blonde or brunette and think "Just my luck" when a man's name appeared. If by any chance the pupil is not progressing with a particular instructor, as sometimes happens when the temperaments clash, the lessons are started right back at the beginning with a different instructor.

The importance of initial training in making a good or bad driver cannot be overestimated, and the driving school does make the best job of it, for however expert a man is himself, he is not necessarily a good teacher. An individual must be trained in putting things over. In any case one's own kith and kin have little patience when teaching, and the would-be motorist who believes in peace at home should be taught by a stranger.



**the man
who
had
to
walk!**

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Havoline Special 10W-30 reaches you in hermetically sealed tins. You are always assured of a completely clean, uncontaminated product in exactly the same condition as it leaves the Regent plant. This is your guarantee of uniformity and perfection.

If you demand the best from your car insist on Havoline Special 10W-30



IRISH COUNTRYSIDE is a scene of peace at Saul, Co. Down

Correspondence

His Master's Coat

Easier Motoring With a Dog. In reference to the article "Motoring With a Dog" (Sept. 28), I would like to mention that a dog left in a car will generally remain quiet and not be distressed if the owner will only leave in the car one piece of his clothing. An old jacket is ideal.

London, S.E.13.

F. C. COOCHÉY.

Lanchester Lament

"*Maintain This Landmark.*" To those of us who have attended all the Motor Shows held in London since those distant days of Charles Cordingley at the Agricultural Hall, Islington, it comes as a profound shock to find an exhibition of such outstanding importance as the one now being held, in which the time-honoured name of Lanchester is not a conspicuous feature.

I am well aware that, in its wisdom, the new administration of the Daimler Company has seen fit to drop the name of Lanchester from its manufacturing programme, either temporarily or permanently. Let us hope this will be a very temporary step, for it would be a tragedy of the British motor industry if the products of the brain of Dr. Frederick Lanchester himself, the designer and maker of the first four-wheeled petrol-driven car ever made in this country, were to become a memory of the past. Were this deplorable event to happen, it would not be the first time the British motor industry has suffered the amputation of a vital limb which can never be made good, and history should not be allowed to repeat itself in this respect.

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

That Stradivarius of the road, the Napier, ceased production many years ago, to say nothing of the Sheffield-Simplex, the Brotherhood-Crocker, the Iris and others I could mention, all of which played an important role in building up the industry; the name of Lanchester signifies more even than these, if only by virtue of its longevity.

No consideration, financial or otherwise, should be allowed to imperil the maintenance of a landmark which, in point of importance, ranks with that of Gottlieb Daimler, Wilhelm Maybach and Emile Levassor, but it seems, at the moment, that its future existence hangs by a hair.

Epsom Downs, Surrey.

ST. JOHN C. NIXON.

Spares Availability

The Other Side of the Picture. There has been much adverse comment about bad spares availability and bad service from the British motor industry, and I think the difficulties in this matter should be explained, since they apply to any manufacturing concern which is prosperous and busy.

With a full order book, all parts being made are wanted to complete cars for outstanding orders. If, therefore, the service department want a back axle or a steering gear, or even a special bolt, for a customer who is in difficulties, they have to try to obtain these from the production side. The automatic reaction is "Don't be silly; if you take those, the sales department will complain because there will be one less car for their production schedule."

In all cases, in all manufacturing concerns, the responsibility

DO YOU KNOW THE LAW?



Correspondence

rests squarely on the shoulders of the directors, since no one else has the authority to override the production director, who naturally wishes to produce the largest number of vehicles, and will, therefore, refuse spares when there are insufficient numbers of parts. Somebody of at least his status has to insist that absolute priority is given to spares, particularly for complaints, in order to maintain the long-term goodwill of the company.

It is no good blaming the service chiefs who may be going on bended knees to the production side for the parts. If anybody wishes to complain, the proper course is to buy one share or more in the company, go to the annual general meeting, and raise sufficient fuss to get the retiring directors pushed out. Nothing less than this in a firm with a weak directorate can hope to effect an improvement.

If any body of disgruntled users is going to do this, I hope they let me know, as stormy annual general meetings should be amusing, and certainly might benefit Great Britain.

Oxted, Surrey. R. BARRINGTON BROCK.

For Jaguar Owners

American Owners' Association. In reference to the letter of Mr. E. W. Rankin, of Jaguar Cars, Ltd. (October 5), he has forgotten to mention the fact that there is a Jaguar Owners' Association in the United States, founded by me two and a half years ago.

The J.O.A. membership is now all over the world including Canada, Australia, England, Mexico, China and Puerto Rico. We publish our magazine *The Jaguar Journal* and we have our own club badge. The larger divisions have their own sports events such as rallies, hill-climbs, gymkhana and get-togethers. Nationally we have the "Canadian Capers" in Quebec City, Canada, with the co-operation of the city fathers and police, plus "The Mont Gabriel Hill Climb" near Montreal, Canada. There are other events soon to follow. The membership is 600.

137, East 28th Street, GEORGE M. EVDOKIMOV,
New York, 16, N.Y., U.S.A. President.

The Loewy Line

Lament for a Stylist. I am sure that it is with deep regret that many people both in this country and on the Continent look upon the further "prostitution," as *The Autocar* recently very aptly put it, of the Loewy Line in the 1957 Studebakers.

The Loewy Line now remains recognizable only in the Golden Hawk although the addition of rear fins, both ugly and impractical, this year seems the latest step in Studebaker's policy of disguising it. However, without doubt the Golden Hawk is by far the best looking American car even though still rather flamboyant to European eyes. It is a mystery and shame that the American public do not give Studebaker the credit they deserve.

It seems that the Americans choose quantity rather than quality—contrary to the English preference—and through their non-recognition of perfection have forced Studebaker to take retrograde steps. Thus, in the past few years whilst, admittedly, taking large steps forward mechanically, they seem to have taken gradual steps backwards in styling. This situation seems to reflect very

clearly the importance to the American of "keeping up with the Joneses" in wanting his new car to be distinguishable as the latest model even if, as a result of this, the styling is inferior. Boreham Wood, Hertfordshire.

M. S. HANCOCK.

Parking Problem in Aden

A Misleading Photograph? We were most interested to see the photograph of Aden, reproduced at the head of the Correspondence page in your issue of Nov. 2, which shows a corner of our main Aden office building at the extreme right.

However, your caption is misleading in suggesting that there is "little parking difficulty" in this shopping centre. As the few cars to be seen are post-war models, the photograph must be a fairly recent one, and it can only be that your reader took it either on a Sunday or very early in the morning. At all other times it is almost impossible to find parking space at the kerb near the shops, whilst the opposite side beneath the trees is reserved for a double line of taxis. The latter were exclusively of American make before the war but now, regrettably, are mostly German.

The road itself is usually crowded with vehicles and pedestrians, interspersed with camel carts and the inevitable sprinkling of stray goats, dogs and other fauna. As in this country, the roads in Aden are now quite inadequate for the vastly increased number of vehicles registered since the war, and particularly since the arrival of the oil refinery. However, credit is due to the Aden Government for the realistic way in which they are coping with this difficult problem by improving and extending the Colony's highways.

H. W. ATKINSON,

London, E.C.4. Director, Luke Thomas & Co., Ltd.

[The caption to the photograph said "apparently little parking difficulty"—evidently a well-chosen qualification. Certainly the wide open spaces appeared too good to be wholly true.—ED.]

After-sales Service

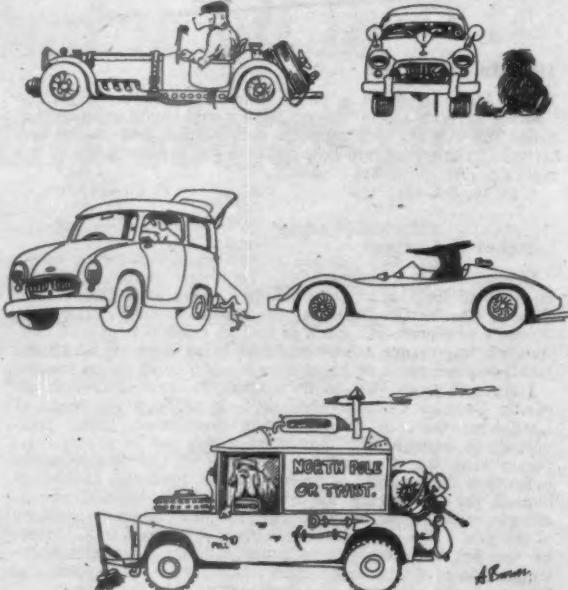
Car Was 3½ Years Old. Mr. Cann's letter (Oct. 19) regarding spares obtained after expiry of the guarantee on his Standard, prompts me to relate an experience with my 1952 Vauxhall Wyvern. In August last year I had the very rare misfortune of a broken con-rod, which destroyed the block and sump.

I asked the manufacturers about possible reasons for the failure. They were greatly concerned, immediately examined what was left of the con-rod, decided it was metal fatigue, and stated that in view of this unusual occurrence they would be prepared to replace all damaged parts at half list price. This amounted to a complete new engine, with the exception of the cylinder head and crankshaft. I was greatly impressed with this service, especially as I was not the original owner; the car had covered 38,000 miles and was 3½ years old.

St. Albans, Hertfordshire.

NORMAN COX.

Cars and Dogs to Match?

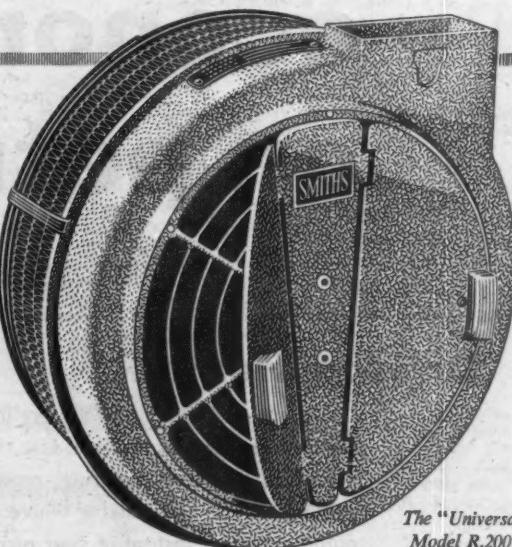


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The "Universal"
Model R.200

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Prices are: "Junior" £8.10.0; "Universal" £9.15.0; "Senior" £11.0.0. For all three models there are also: Demister kits (£1.15.0); Pump kits for thermo-syphon-cooled engines (£2.15.0); Dashboard heater temperature controls (£1.7.6).

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If you are getting a new car, ask to have Smiths special fresh-air heating and ventilating unit installed. Most modern British cars have special provision for fitting it.

SMITHS WINTER THERMOSTATS

To ensure that your heater works with maximum efficiency, the temperature of your cooling system should be kept higher in winter than it can safely be kept in summer. A Smiths Winter Thermostat will take care of this for you. Ask your garage (or write to us) for details.

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How to economise on petrol

SOME HINTS FOR MOTORISTS

Driving Methods

Cut out early morning warming up and drive off straight away, pushing in the choke as soon as possible. Use the choke as little as possible at all times.

Reduce stop/start motoring, especially in heavy traffic, to the minimum, parking the car and walking where possible. In fact, whenever you can, use public transport instead of your own car.

Drive at moderate cruising speeds, say 35/40 m.p.h. and use the throttle and brakes as gently as the circumstances will allow.

Reduce to the minimum the use of the lower gears for acceleration.

Ask your garage to :-

Check the ignition and fuel systems for correct settings, condition and functioning. Also to clean the carburettor air filter.

Check that the thermostat is working correctly. A radiator muff or blind will be a further help especially if the car is used much for short journeys.

Change the engine oil to one of the multigrade oils or to the normal winter grade.

Check that the brakes are not binding.

Keep tyre pressures right up to the makers' recommendations.



Issued in the national interest by SHELL-MEX AND B.P. LTD.

The Sport

M.C.C. RALLY CANCELLATIONS

GENERAL OPINION seems to be that last week's M.C.C. Rally was a great success, and far and away the toughest of the series—but still, the experts say, it was not tough enough for them. This presents something of a problem to the M.C.C. who, since the turn of the century, have maintained a policy of running events for everyday drivers in everyday cars; in the past, the inherent unreliability of the cars usually sorted things out over the longish distances involved. Unfortunately, however, modern cars are so dependable, and experienced rally crews so numerous, that unless an event is thoroughly sporting and pretty tough, its appeal to the experts will be lost, and the entries fall off.

The answer to this, I suppose, is to run a novices' class, as with the London Rally, toughening up the route for the experts by adding an occasional navigational loop to the night sections and running them at a higher average speed. The navigation section, new to this event, was a step in the right direction, but by handing out the route cards as soon as the cars reached Harrogate, the organizers removed much—if not all—of the sting. In addition to the scheduled hour's halt at this control, several crews got there with half an hour or more in hand (there was no penalty for early arrival at controls); by the time they left the control they were thoroughly familiar with the intricacies of the section. It would have made things much harder if the route cards had been handed out as the cars pulled out of the control.

The average speed, too, on this and other sections, was low; except for hold-ups, there was no difficulty in maintaining it—particularly for a driver of any experience. All these points tend to discourage the leading rally exponents from entering; they complete the road section without loss of marks, and the results have perforce to be decided by the outcome of the driving tests—an unsatisfactory arrangement because the inevitable question arises, "Why drive 1,200 miles in order to compete in a driving test?"

The Hirnant Pass section certainly brought its troubles. The effects of the recent bad weather, and a series of large cross-gulleys, put the climb into chassis-breaking condition and brought several of the inexperienced to a halt. The result was that there were lengthy hold-ups; Miss Ozanne's Ford Prefect stood at the foot of the section for some 45 minutes. It was understandable that, following a protest, the organizers should have decided to scrub the section and the penalty marks incurred at it. Several times there was a cluster of 20 or more cars at the foot of the hill, waiting while somebody made a nonsense of the climb. By getting things organized, the waiting crews helped the failures that were holding them up, and

stormed to the top themselves, usually without difficulty. There seems to have been no question of the hill being worse for the late numbers; the winner of the rally was car No. 165, and the last three in the column climbed without difficulty.

Many people managed to make up time before the next control. It is understandable, too, therefore that those who risked damage to their cars by catching up after the delays should object to finding that their efforts were of no avail. The result was that several strong protests were lodged against the decision to omit the section, and the stewards decided to reinstate it.

One further point arises—the question of cumulative time penalties, which were operative in this event. If a competitor arrives at a control ten minutes late, he loses 50 marks; if he loses a further two minutes before the next control, his penalties are added together, making a total loss of 60 marks. This tends to encourage excessive speeds in trying to make up lost time and, if the schedules are tightened up for next year, it might be necessary to abandon this system—which is not at all encouraged by the R.A.C.

The event as a whole was very well liked by the majority of competitors; combining a mixture of the more adventurous of the M.C.C. classic long-distance trials with the purely navigational type of event, it took on a character of its own. Brought more in line with the current tendency towards a toughening-up of rallies, and with more—and stiffer—navigation sections for the experts, it could well become one of the country's best supported events. Apart from the R.A.C. Rally it is the only British event occupying two nights.

ONE OF THE pleasant things about this event is the way in which the town of Hastings, headed by the Mayor and Mayoress, Alderman and Mrs. Hussey, welcome the competitors at the finish; in the mayor's words, the event has become an "annual family reunion." The Police and the Borough Engineer co-operate in laying out the final tests, and the Borough Treasurer's staff assists in working out the results. This encouraging attitude towards the motoring public, and to motor racing events, does the town a great deal of good—other, less kindly disposed, towns please note.

THAT MAN Nasser's activities are having their effect on the winter rallies. Very wisely, and in response to the government's appeal to cut down petrol consumption, several clubs have decided to cancel or postpone their events. So far

affected are: The Bugatti Owners' Club Winter Rally (December 1 and 2) which has been postponed indefinitely; The Swansea M.C. November Night Rally, which was to have been held this weekend and has now been postponed (not cancelled); The Lagonda Club's November Handicap, which was to have been held tomorrow and which has been cancelled; The Malden and District M.C. R.A.C.-observed Rally (November 25), which has been cancelled; The Healey Drivers' Club Scorpion Rally (November 24-25), which has been postponed; The Alvis O.C. Essex Rally (November 18), which has been cancelled, and the Margate and District C.C. Ramsgate Autumn Rally, also cancelled; finally, the Bolton-le-Moors C.C. have decided to run no road events of over 25 miles until things have been sorted out.

At the time of going to press, cancellation notices had not been received for the events listed in "Coming Shortly." There is every likelihood that some, or all, of them may be cancelled or postponed.

PRESENT POSITIONS in the B.T.D.A. Gold Star Trials Competition (not including the results of the recent High Peak Trial) are as follows: 1, R. Kemp, 98 points (6); 2, G. Newman, 92 (5); 3, J. C. Broadhead, 73 (6); 4, B. Blundell, 66 (5); 5, R. C. Needham, 63 (6); 6, J. S. Jenkins, 61 (5); 7, F. T. Lewis, 56 (5); 8, R. Chappell, 53 (5); 9, J. Deely, 52 (6); 10, M. Lawson, 51 (3). The figures in brackets indicate the number of nominated events which each competitor has completed.

JOAKIM BONNIER has been asked to join the Maserati team next year—a considerable honour for the young Swedish driver. So far, the only other officially announced Maserati appointment is that of Jean Behra.

SOME OFFICIAL information has now been issued about the proposed 500-mile race at Monza next June 29-30, resulting from lengthy discussions between the F.I.A., A. E. Ulman (of Sebring), Duane Carter (president of the sporting commission of the U.S.A.C.), and Antony Hulman (president of the Indianapolis Motor Speedway). The European cars (of which ten will compete) must comply with the Indianapolis formula of 4.2 litres unblown or 2.8 litres blown, and the race must be run to the same regulations as Indianapolis—to which the Americans are prepared to make certain alterations to make things easier for the European drivers at Monza. The event will take place on the high-speed circuit alone, and will be run over 190





ON THE RECEIVING END, after the M.C.C. Rally: Left, R. N. Richards and L. G. Eckett (M.G.A), who finished second. Centre, D. O'M. Taylor and Mrs. R. Taylor (Triumph TR2), who were third. Right, Pat Moss and Ann Wisdom (M.G.A hardtop), who won the Ladies' Prize

The Sport

laps in an anticlockwise direction. Rigorous pre-race trials will be held during which drivers will have to lap at a minimum average speed of 230 k.p.h. in order to qualify for the race.

Prize money will total 50 million lira, of which a proportion will be awarded to the leaders at each lap, as at Indianapolis. The expenses incurred in the organization of the race are expected to be in the order of 150 million lira. The Americans have decided to bear the costs of getting the European cars over to Indianapolis for the return match, and presumably some of the lira mentioned will be used in getting the American cars over to Monza. As well as the prize money it is hoped that a cup "d'une valeur remarquable," as the official handout puts it, will be awarded to the driver scoring the highest number of points in the two events.

THE NEW 2.5-litre, 12-cylinder Maserati engine has been undergoing tests at Modena recently, installed in a provisional chassis; the actual car is still being completed at the Maserati factory. Tony Parravano has taken delivery of two of the 4.2-litre, 8-cylinder engines

which are to be put into American chassis and run at Indianapolis next year. He has also added to his formidable stable of cars the formula 1 Maserati in which Stirling Moss won the Italian Grand Prix this year . . . with a view to running it in certain American events next year.

LOUIS CHIRON is to drive a DS19 Citroen in the Monte Carlo Rally next January—the entries for which, by the way, closed on Wednesday this week.

FROM HIS HOSPITAL bed, where he is recovering from his accident in the Rome G.P., Luigi Villoresi has announced his intention to retire finally from motor racing. With his retirement goes the last of the great Italian drivers of his generation—amongst whom were Nuvolari, Ascari (the elder) and Varzi.

THE ANNUAL General Meeting of the Monte Carlo Rally British Competitors' Club will be held at the Clarendon Restaurant, Hammersmith, London, W.6, on Thursday, December 6, starting at 6.30 p.m. It will be followed by an open discussion on the 1957 Rally, and is open to all members and British competitors. The price of tickets is £1 a head.

The club will again be operating the baggage service and, if sufficient customers are available, the coach ride will be laid on to convey competitors' wives, sweethearts and friends down to Monte Carlo in time for the finish. The

return fare will be about £15. The club coach will be functioning on the Quai Albert ler to greet the crews on arrival at the finish, and the cocktail party will be held at the Metropole Hotel on Sunday, January 27.

COPIES OF the new Appendix J. to the International Sporting Code can be obtained from the R.A.C., 85, Pall Mall, London, S.W.1, price 1s 6d.

PAU'S MUNICIPAL COUNCIL has decided to spend some 16 million francs on improving the Pau circuit, following a visit last January by the permanent commission in charge of racing circuits. The total cost of the improvements—both to the circuit itself, and the installations—will be in the order of 40 million francs; the difference will be the responsibility of the Basco-Béarnais A.C.

THE B.T.D.A. annual dinner and dance is to be held this year at the Palace Hotel, Buxton, on December 15; awards for the Gold and Silver Star rally competitions, the Ladies' Silver Garter, and the Gold Star trials competition will be presented at the party, which follows the R.A.C. Championship Trial—to be held in the Lichfield area this time. Tickets are obtainable from D. G. Scott, Cockhead House, Prestbury, Macclesfield, or from K. Rawlings, c/o P. J. Evans, Ltd., Motor Agents, 81, John Bright Street, Birmingham, 1—at £1 apiece.

ON THURSDAY last week, three new films were given their premières at the Castrol film show in the British Council Cinema, Hanover Square. Of greater interest to readers of these pages was "The Thousand Kilometres," depicting this year's sports car race at the Nurburgring in Germany.

The theme is "behind-the-scenes" in the Aston Martin camp, and the film follows their fortunes in the race. It begins with the two cars being loaded into their transporter at Feltham, their sea ferry crossing, and passage through Belgium—including shots of the Spa circuit. Meanwhile Salvadori, Brooks and Walker cross by David Brown's private aircraft (Brooks carrying on with his dental studies during the journey!).

There are very impressive shots of the cars practising in the muck and rain, with head lamps on, and paddock scenes of the final preparation of the cars—including the removal of the cylinder head from one of the Astons. Portago's crash at the Carussel is shown, and the car's return to the pits, where considerable face-lifting is carried out. It also

COMING SHORTLY

- NOVEMBER 16.—Maidstone and Mid-Kent M.C. Annual dinner and dance, The Tudor House, Bearsted, near Maidstone, Kent, 7.30 for 8 p.m.
 16.—Guildford M.C. Annual dinner and dance, Casino Hotel, Taggs Island, Hampton Court, Middlesex, 7 for 7.30 p.m.
 16.—Aston Martin O.C. and Lagonda Club. Annual dinner and dance, Cafe Royal, Regent Street, London, W.1.
 17.—Bristol M.C. and L.C.C. Roy Fedden Trophy Trial, Compass Hotel, Tormarton, Gloucestershire, 10 a.m.
 17.—Brands Hatch Racing and Social Club. Annual dinner and dance, Embassy Ballrooms, Welling, Kent, 7 p.m.
 17-18.—Tour of Corsica.
 17-18.—Plymouth M.C. Mancunian night navigation rally, Haldon Café, Haldon Hill, near Exeter, Devon, 10.30 p.m.
 18.—Yorkshire S.C.C. Pennine Trophy Trial, Cunningham Corner Hotel, Rishton, Yorkshire, 10.30 a.m.
 18.—Guildford M.C. Signpost run, Hogs Back car park, Surrey, 2.30 p.m.
 18.—Ilkley and District M.C. Winter Trial, Pool Bridge Motor Company, Pool-in-Wharfedale, Yorkshire, 12 noon.
 18.—Cemian M.C. Chiltern Cup Trial, H.W. Motors, New Zealand Avenue, Walton-on-Thames, Surrey, 9.30 a.m.

- 18.—Middlesbrough and District M.C. Autumn car rally.
 19.—Bexley L.C.C. Lecture on glass fibre, Albany Hotel, Steynton Avenue, Bexley, Kent.
 21-25.—Great American Mountain Rallye, U.S.A.
 23.—Thames Estuary A.C. Annual dinner and dance, Queen's Hotel, Westcliff-on-Sea, Essex, 7.15 for 7.45 p.m.
 23.—Mid-Cheshire M.C. Annual dance, Angel Hotel, Knutsford, Cheshire, 9 p.m.
 23.—B.A.R.C. (East Sussex Centre). Annual dinner and dance, Cavendish Hotel, Eastbourne, Sussex, 7 for 7.30 p.m.
 24.—Herts County A. and A.C. Annual Nocturne.
 24.—Lea-Francis O.C. Annual navigation event.
 24-25.—Riley M.C. (N.W. Centre). Welsh-Blackpool Rally, starting from Oxford, Birmingham, Leeds and Manchester.
 25.—Australian Tourist Trophy meeting, Melbourne.
 25.—Kentish Border C.C. Annual sporting trial, Bull Hotel, Birchwood, near Swanley, Kent, 10.30 p.m.
 25.—Brighton and Hove M.C. November Rally, Madeira Drive Arches, Brighton, Sussex, 2 p.m.
 25.—Kirkcaldy and District M.C. The De'il's Rally, Ice Rink, Kirkcaldy, Fife, 11 a.m.

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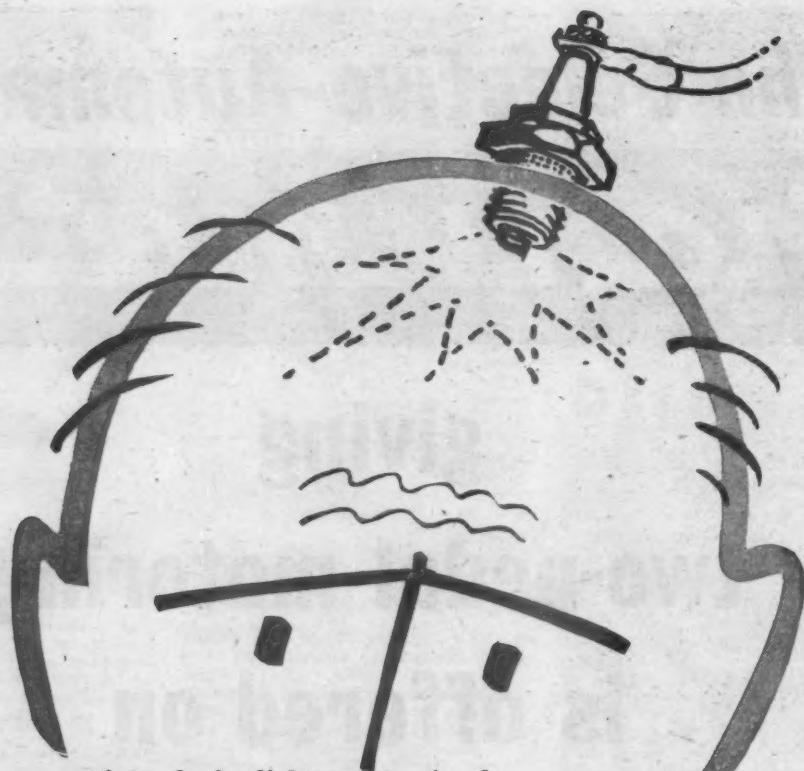
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The Sport

shows well Collins' lengthy pit stop, Behra's retirement (with Moss in a "told-you-so" mood), the taking over by Moss-Behra of the Taruffi-Schell car, Jaguar pit stops, and the refuelling of Moss' car with two hoses at once. Nothing seems to have been missed in this excellent film.

Running time is 35 minutes, and the film is on 16 mm Kodachrome, with sound track. This and other films can be borrowed from the Castrol Film Library by clubs—free of charge.

THE IBERIAN RALLY, held on November 1-4, was won by the Portuguese driver, F. Stock, driving a 300SL Mercedes-Benz. Camps, driving an Alfa Romeo, came second, and J. Valente (Porsche) third. Of the 114 cars that started in the event, only 62 completed the course. There were no British entries; the Germans Strachle (Porsche) and Schock-Moll (Mercedes-Benz) came sixth and twenty-third, and Gatsonides finished nineteenth.

THE CHICHESTER DIVISION of the St. John Ambulance Brigade, which has been on duty at every meeting held at Goodwood, has sent out an appeal for funds with which to build a new headquarters. During the past three years

CLUB NEWS

Falcon M.C.—The Guy Fawkes 200 Trial on October 27-28 attracted its usual mixed entry of specials, sports cars and saloons. From four starting points—London, Birmingham, Southampton and Taunton—the routes converged on Andoversford. Competitors were kept busy, as the trial included 12 non-stop observed sections on hills of varying character, surface and gradient, stop and restart tests and three timed climbs. These sections were in the Winchcombe, Stroud and Nailsworth area, and hills encountered in previous years' trials, such as Postup, Guiting, Battlescombe and Fort 1 and 2, were used.

Falcon Cup (best performance): Dellow (G. S. Edwards). 0 marks lost.

President's Cup: H.R.G. (D. Price). 0. **Peregrine Cup**: G. P. Davis. 0.

Class winners: Class A: M.G. (F. Bruce-White).

35: B: H.R.G. (D. J. Waller). 2. C: Morgan (A. E. Cleghorn). 18. E: L.R.G. (W. E. Womacott). 0. F: Dellow (F. B. Barker). 0. Q: Volkswagen (T. W. Thrall). 2. I: Standard Vanguard (G. A. Robinson). 2.

First-class awards: Lotus (A. May). 0; Dellow (Mrs. N. Parsons). 0; Dellow (A. Joyce). 0; Austin saloon (R. E. C. Brooks). 4. **Second-class awards**: Ford Sp. (D. G. Fleming). 7; Dellow (E. G. French). 13; Ford Sp. (Miss D. Freeman). 13; Volkswagen (O. B. Locke). 14.

Best Dellow: F. B. Barker. **Best Ford**: J. S. Bacon.

West Hants and Dorset C.C.—The results of the Bournemouth Rally held on October 20-21 are as follows:

Bournemouth Trophy (best performance): Riley (L. Griffiths and T. Underhill). **Runner-up**: Austin A.50 (P. Hicks and G. Headon).

Ladies' award: Standard (Mrs. A. Hall and Mrs. M. Hopkinson). **Mixed-crew award**: Sunbeam (A. Monk and Miss Horner). **Novice award**: Volkswagen (E. Harris and A. Crates). **Members' award**: Ford (G. Keys and S. Turner).

Best performance in tests: Triumph TR2 (H. Mason).

Class A: 1. Ford Prefect (A. Hallpike and T. Scarlett); 2. Triumph Mayflower (C. Rogers and P. Oiles); 3. Renault Dauphine (G. Silverthorne and T. Park). **Class I**: 1. G. Magnette (J. Greenford and F. Ward); 2. M.G. Magnette (S. King and G. Silver); 3. Austin A.50 (A. Bilburt and M. Bloodworth). **Class C**: 1. Ford (R. Waters and B. Harris); 2. Vauxhall Velox (E. Shillabeer and M. Cull); 3. Vauxhall Velox (Knight and R. Gaskins). **Class M.O.D.** (D. G. French and E. Forster); 2. Triumph TR2 (W. Slocombe and E. McKenzie); 3. Triumph TR2 (R. Mason and P. Nicholas). **Class E**: M.G. A (G. N. Dear and B. M. A.

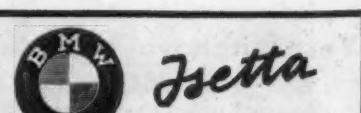
they have put in over 20,000 hours of voluntary service, and there must be many Goodwood competitors who, at one time or another, have benefited from their services and would like to send a donation.

Contributions should be sent to the Hon. Treasurer, Barford Memorial Fund, 51, The Hornet, Chichester.

TONY BROOKS has been trying his hand with one of the Vanwalls at Oulton Park. He completed 81 laps of the circuit, covering 220-odd miles; on 60 of these he bettered 1 min 48.6sec—which was Moss' fastest time in the car in similar conditions. His best lap was completed in 1 min 47 sec (92.5 m.p.h.)—unofficially beating the lap record by over six seconds. The car used was the same as the one in which Moss did his tests, but with minor chassis modifications. It carried 36 gallons of fuel, and no trouble was experienced. He seems to have been delighted with the handling—all of which augurs well for next year . . . always provided, of course that Brooks doesn't get involved with National Service.

AN EXAMINING magistrate, M. L. Ralincourt, decided on Monday that nobody should be held responsible for the Le Mans accident last year. The ruling was reached after he had examined the reports of four expert witnesses who maintained that none of the drivers involved had made any mistakes. It has taken some 17 months to reach this decision, but it is a highly satisfactory one.

PETER GARNIER.



D. S. Jenkinson, Continental Editor of "MOTOR SPORT" says:

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Economical and lively, as well as being enormous fun to drive, was the final verdict, and fantastically safe . . . anyone who delights in something that is not only different but also functional and practical, should call in at Isleworth."

"Motor Sport," April, 1956

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Lubrication bay at the new premises of Shaw and Kilburn Ltd. at Watford. The pit is Terrazzo lined and high-pressure equipment serves the various grades and types of lubricants required for both cars and commercial vehicles



Trade & Industry



The retirement is announced of Mr. F. F. Marsh, who was managing director of Rex Bodybuilders, Ltd., Manchester. The goodwill of the company has been sold.

The South London Depot of Smiths Motor Accessories, Ltd., at Putney Vale, is now open every Saturday morning from 8.30 to 12.30, in addition to the normal week-day business hours.

A large number of Plymouth taxis fitted with Perkins P4(C) diesel engines is operating in Antwerp. Fitted with this conversion, a Plymouth Savoy has just completed a 15,000 mile demonstration tour of Scandinavia, arranged by F. Perkins, Ltd.

Shaw and Kilburn's new service station in St. Albans Road, North Watford, was opened on November 9. The 250ft frontage includes a modern showroom covered petrol pumps and used car area.

Mr. S. L. Potter has been appointed commercial manager of the Dunlop Rim and Wheel Company, Coventry. He was previously sales secretary of the Agricultural and Industrial Division at Fort Dunlop.

Changes in executive positions are announced by London Banksides Products, Ltd., of the Runway, South Ruislip. Mr. E. A. Cunningham becomes sales manager for the Sparco group in place of Mr. G. A. Brenchley, who has left the company's employ, and Mr. Will Thorne, late of Floataire, Ltd., has been appointed area sales manager for the Midlands.

Mr. W. E. Cone, technical adviser of the British Road Tar Association, who was due to retire last March, has agreed at the request of the council to remain in office for a further year.

The Minister of Transport and Civil Aviation, the Rt. Hon. Harold Watkinson, has appointed Mr. J. H. P. Draper to be one of his joint Principal Private Secretaries in place of Mr. S. M. A. Banister, who has been promoted.

There are now over 4,000 Triumph TR3 sports cars in America. On November 9, Mr. A. F. Bethell, executive vice president of the Standard-Triumph Motor Company, Inc., New York, placed an order in Coventry for 2,000 of these models to a total value of 4,000,000 dollars.

E. R. Howard, Ltd., makers of Autobrite silicone car polish, have introduced a new shampoo called Shim. While acting in a similar manner to household detergents it is claimed that it will leave no unsightly white smears. It will be sold in clips of three packets at 1s 6d, each packet containing enough shampoo to wash a car.

The large orders received for their new head and back rests—introduced at the last Earls Court Motor Show—have prompted the manufacturers, Karobes, Ltd., to extend their premises at Queensway, Leamington Spa, which were only recently completed. Other items made by this firm are women's high-heel rests, seat covers, foam-filled cushions and plastic steering wheel gloves.

NEW CAR PRICES

	U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d	U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d
A.C.				
Petite Mk. II ...	265 0 0	331 18 6		
Petite Mk. II de luxe ...	290 0 0	363 3 6		
Ace 2-seater ...	100 0 0	1,651 7 0		
Aceca 2-seater coupé	375 0 0	2,063 17 0		
Ace with Bristol eng.	340 0 0	2,011 7 0		
Aceca with Bristol eng.	1,595 0 0	2,378 17 0		
ALFA ROMEO				
1,300 Giulietta ...	1,225 0 0	1,838 17 0		
1,300 Giulietta Spider	1,495 0 0	2,243 17 0		
1,300 Giulietta Sprint	1,565 0 0	2,346 17 0		
1,300 Giulietta Veloce	1,695 0 0	2,843 17 0		
1,900 Super ...	1,695 0 0	2,543 17 0		
1,900 Primavera ...	1,950 0 0	2,926 7 0		
1,900 Super Sprint ...	2,450 0 0	3,676 7 0		
ALLARD				
J2R sports racer	1,722 0 0	2,584 7 0		
Palm Beach (Ford) ...	1,050 0 0	1,576 7 0		
Palm Beach (Jaguar) ...	1,300 0 0	1,951 7 0		
ALVIS				
3-litre Graber ...	2,300 0 0	3,451 7 0		
A-SIDDELEY				
Sapphire 234 ...	940 0 0	1,411 7 0		
Sapphire 236 ...	959 0 0	1,439 17 0		
(manumatic) ...	979 0 0	1,469 17 0		
Sapphire 346 ...	1,215 0 0	1,823 17 0		
(automatic) ...	1,404 0 0	2,107 7 0		
Limousine (automatic)	2,099 0 0	3,149 17 0		
ASTON MARTIN				
D.B. 2-4 ...	2,050 0 0	3,076 7 0		
AUSTIN				
A.35 2-door ...	360 0 0	541 7 0		
2-door de luxe ...	368 15 0	554 9 6		
A.35 4-door ...	381 10 0	573 12 0		
4-door de luxe ...	384 17 4	578 13 3		
A.35 Countryman ...	425 0 0	638 17 0		
A.40 Cambridge ...	503 0 0	755 17 0		
A.40 de luxe ...	535 0 0	803 17 0		
A.50 Cambridge ...	514 0 0	772 7 0		
A.50 de luxe ...	546 0 0	820 7 0		
A.95 Westminster ...	665 0 0	998 17 0		
A.95 de luxe ...	695 0 0	1,043 17 0		
A.95 Countryman ...	810 0 0	1,216 7 0		
A.105 ...	799 0 0	1,199 17 0		
A.135 Princess III ...	2,150 0 0	3,226 7 0		
L.W.B. Saloon	1,520 0 0	2,326 7 0		
L.W.B. Limousine	2,250 0 0	3,376 7 0		
Princess IV saloon	2,360 0 0	3,541 7 0		
Princess IV limousine				
AUSTIN-HEALEY				
100 Six ...	762 0 0	1,144 7 0		
BENTLEY				
Series S ...	3,495 0 0	5,243 17 0		
Frestone and Webb	5,000 0 0	7,501 7 0		
Hooper ...	4,765 0 0	7,148 17 0		
H.J. Mulliner ...	4,970 0 0	7,456 7 0		
James Young ...	4,790 0 0	7,186 7 0		
Continental				
H. J. Mulliner ...	5,070 0 0	7,606 7 0		
Park Ward	4,775 0 0	7,163 17 0		
D.H. coupé ...	4,775 0 0	7,163 17 0		
BERKELEY				
Two-seater ...	382 8 6	574 19 9		
B.M.W.				
501 ...	1,377 0 0	2,066 17 0		
8-cyl. limousine	1,638 0 0	2,456 7 0		
502 limousine	1,792 0 0	2,689 11 0		
503 ...	2,975 0 0	4,463 17 0		
Fixed head coupé ...	2,975 0 0	4,463 17 0		
507 ...	2,800 0 0	4,201 11 0		
Isotta Motocoupé ...	292 0 0	439 7 0		
BOND THREE-wheeler				
2-seater ...	221 10 0	278 13 2		
Family 4-seater ...	242 0 0	304 7 8		
De luxe 2-seater ...	242 0 0	304 7 8		
De luxe family 4-seater	254 12 1	320 4 1		
BORGWARD				
Isabella 60 ...	792 15 0	1,190 9 6		
Isabella TS ...	910 10 0	1,367 2 0		
Coupe ...	1,248 13 0	1,874 7 9		
Station wagon ...	843 10 0	1,266 12 0		
Pullman 2400	1,409 2 1	2,115 0 2		
Saloon (Hansamatic) ...	1,501 7 0	2,253 7 6		
BRISTOL				
405 ...	2,390 0 0	3,586 7 0		
Drophead coupé ...	2,450 0 0	3,676 7 0		
BUICK				
43 Riviera ...	1,725 0 0	2,588 17 0		
63 Riviera ...	1,925 0 0	2,888 17 0		
53 Riviera ...	2,050 0 0	3,076 7 0		
52 ...	1,995 0 0	2,993 17 0		
59 estate car ...	2,025 0 0	3,038 17 0		
CADILLAC				
6219 ...	2,525 0 0	3,788 17 0		
6239D sedan de ville ...	2,750 0 0	4,126 7 0		
6267 convertible ...	2,750 0 0	4,126 7 0		
6019 special ...	2,900 0 0	4,351 7 0		
6267s Eldorado ...	3,400 0 0	5,101 7 0		
CHEVROLET				
Bel-Air ...	1,300 0 0	1,951 7 0		
Bel-Air Sport ...	1,375 0 0	2,063 17 0		
Corvette ...	1,720 0 0	2,581 7 0		
CHRYSLER				
Windsor V8 ...	2,222 0 0	3,334 7 0		
(convertible) ...	2,198 0 0	3,298 7 0		
New Yorker ...	2,615 0 0	3,923 17 0		

(Continued on next page)



THE SEVEN WONDERS OF THE ANCIENT WORLD

It was generally accepted in early Victorian times that the Seven Wonders of the World were

- 1) The Pyramids of Egypt
- 2) The Hanging Gardens of Babylon
- 3) The Temple of Diana at Ephesus
- 4) The Statue of Jupiter on Olympus
- 5) The Tomb of King Mausolus
- 6) The Colossus at Rhodes
- 7) The Pharos at Alexandria

but perhaps if MERCEDES-BENZ cars had been manufactured at that time there might have been an addition to the list.

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Convertible	565 0 0	848 17 0	Caribbean	3,603 0 0 5,405 17 0
Estate car	530 0 0	796 7 0	(including heater, radio	automatic transmission.)
Husky	415 0 0	623 17 0	PANHARD	
H.R.G.	1,280 0 0	1,921 7 0	Dyna de luxe special...	702 8 8 1,055 0 0
1½-litre			203	633 9 1 952 8 2
HUDSON			Station wagon	732 17 4 1,100 10 6
Rambler Super	1,305 0 0	1,958 17 0	403	796 2 11 1,195 11 5
Rambler Custom	1,380 0 0	2,071 7 0	PONTIAC	
Hardtop	1,450 0 0	2,176 7 0	Chiefzain	1,450 0 0 2,176 1 2
Cross Country	1,510 0 0	2,266 7 0	Catalina coupé	1,976 0 0 2,962 8 10
Wasp Super	1,670 0 0	2,506 7 0	Star Chief convertible	2,050 0 0 3,073 5 0
Hornet Super	1,810 0 0	2,816 7 0	PORSCHE	
Hornet Custom	1,910 0 0	2,866 7 0	1.6 Fixed head coupé	1,305 0 0 1,958 17 0
Hollywood hardtop	1,955 0 0	2,933 17 0	1.6 Super fixed-head	1,425 0 0 2,138 17 0
HUMBER			1.6 Cabriolet	1,425 0 0 2,138 17 0
Hawk	650 0 0	976 7 0	1.6 Super Cabriolet	1,545 0 0 2,318 17 0
De Luxe	665 0 0	998 17 0	1.6 Speedster	1,270 0 0 1,906 7 0
Touring limousine	730 0 0	1,096 7 0	356a 1500 Carrera	1,910 0 0 2,866 7 0
Estate Car	885 0 0	1,328 17 0	1500 Carrera Speedster	1,875 0 0 2,813 17 0
Super Snipe	950 0 0	1,426 7 0	1500 Carrera Cabriolet	2,030 0 0 3,046 7 0
(automatic)	1,075 0 0	1,613 17 0	550 1500 Spyder	2,760 0 0 4,041 7 0
Touring limousine	1,030 0 0	1,546 7 0	RENAULT	
JAGUAR			750	422 10 0 635 2 0
2.4	953 0 0	1,430 17 0	Dauphine	512 0 0 739 7 0
Special Equip. model	976 0 0	1,465 7 0	(Ferlec clutch)	537 0 0 806 17 0
XK140	1,127 10 0	1,692 12 0	Frigate de luxe	865 0 0 1,298 17 0
Drop-head coupé	1,160 0 0	1,741 7 0	Domaine estate car	865 0 0 1,298 17 0
Fixed-head	1,140 0 0	1,711 7 0	RILEY	
D type sports 2-seater	2,585 0 0	3,878 17 0	Pathfinder	940 0 0 1,411 7 0
Mark VII	1,140 0 0	1,711 7 0	ROLLS-ROYCE	
(automatic)	1,268 0 0	1,903 7 0	Silver Cloud	3,590 0 0 5,396 7 0
Mark VIII	1,219 0 0	1,829 17 0	Freestone and Webb	5,090 0 0 7,636 7 0
(automatic)	1,331 0 0	1,997 17 0	Hooper	4,855 0 0 7,283 17 0
JENSEN			H. J. Mulliner	5,060 0 0 7,591 7 0
541	1,435 0 0	2,153 17 0	James Young	4,880 0 0 7,321 7 0
Interceptor	1,800 0 0	2,701 7 0	Silver Wraith	
Convertible	1,800 0 0	2,701 7 0	Freestone and Webb	5,381 0 0 8,072 17 0
LAGONDA			touring limousine	5,270 0 0 7,906 7 0
3-litre	1,995 0 0	2,993 17 0	Park Ward	
Drop-head coupé	2,250 0 0	3,376 7 0	Park Ward 7-passenger	5,570 0 0 8,356 7 0
LANCIA			H. J. Mulliner	5,380 0 0 8,071 7 0
Appia Series II	1,110 0 0	1,666 7 0	Hooper limousine	5,395 0 0 8,093 17 0
Aurelia Gran Turismo	2,230 0 0	3,346 7 0	Hooper 7-passenger	5,570 7 0 8,356 7 0
Flaminia		Price not yet announced	James Young	5,445 0 0 8,168 17 0
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Première	2,432 0 0	3,649 7 0	10	865 0 0 1,293 17 0
LOTUS			75	943 0 0 1,415 17 0
Sports	850 0 0	1,276 7 0	90	976 0 0 1,465 7 0
Club	1,060 0 0	1,591 7 0	105	1,063 0 0 1,595 17 0
Le Mans 75	1,320 0 0	1,996 7 0	105R	1,099 0 0 1,649 17 0
Le Mans 83	1,395 0 0	2,093 17 0	105R de luxe	1,130 0 0 1,696 7 0
MERCEDES-BENZ			Land-Rover S.W.B.	685 0 0 1,028 17 0
180	1,145 0 0	1,718 17 0	Land-Rover L.W.B.	790 0 0 1,186 7 0
180D (diesel)	1,210 0 0	1,816 7 0	SIMCA-ARONDE	
190	1,195 0 0	1,793 17 0	1300 Elysée	609 10 0 915 12 0
190S	1,850 0 0	2,776 7 0	Grand Large	662 0 0 994 7 0
220	1,500 0 0	2,251 7 0	SIMCA VEDETTE	
300 de luxe	2,675 0 0	4,013 17 0	Versailles	932 0 0 1,399 7 0
300s coupé	4,110 0 0	6,166 7 0	SINGER	
300SL	3,100 0 0	4,651 7 0	Gazelle	598 0 0 899 7 0
MERCURY			Gazelle convertible	665 0 0 998 17 0
Montclair	1,518 0 0	2,278 7 0	SKODA	
M.G. A.	640 0 0	961 7 0	440	560 0 0 841 7 0
M.G. A. coupé	699 0 0	1,049 17 0	1200	630 0 0 946 7 0
Magnette	693 0 0	1,040 17 0	STANDARD	
(manumatic)	726 6 8	1,090 17 0	Family Eight	379 0 0 569 17 0
MORGAN			Super Eight	405 0 0 608 17 0
4/4 Series I	475 0 0	713 17 0	Family Ten	385 0 0 578 17 0
Plus 4 (TR) 2-seater	595 0 0	893 17 0	Super Ten	435 0 0 653 17 0
4-seater	610 0 0	916 7 0	(Stranddrive)	448 5 0 673 14 6
Drop-head coupé	640 0 0	961 7 0	Companion estate car	485 0 0 728 17 0
Plus 4 (Vanguard)	580 0 0	871 7 0	(Stranddrive)	498 5 0 748 14 6
Drop-head coupé	610 0 0	916 7 0	Vanguard III	599 0 0 899 17 0
MORRIS			Vanguard Sportsman	820 0 0 1,231 7 0
Minor 1,000			Estate car	765 0 0 1,148 17 0
2-door	401 0 0	602 17 0	Vanguard diesel	735 0 0 1,103 17 0
2-door de luxe	418 0 0	628 7 0	STUDEBAKER	
4-door	425 0 0	638 17 0	Champion Custom	1,267 0 0 1,901 17 0
4-door de luxe	445 0 0	668 17 0	Commander	1,387 0 0 2,081 17 0
Tourer	401 0 0	602 17 0	President	1,449 0 0 2,174 17 0
Tourer de luxe	418 0 0	628 7 0	SUNBEAM	
Traveller	455 0 0	683 17 0	Rapier	695 0 0 1,043 17 0
Traveller de luxe	471 10 0	708 12 0	Mark III	765 0 0 1,148 17 0
Cowley	532 0 0	799 7 0	TRIUMPH	
Oxford	565 0 0	848 17 0	T.R.2	625 0 0 938 17 0
(manumatic)	598 6 8	918 17 0	T.R.3	680 0 0 1,021 7 0
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Islis	607 0 0	911 17 0	TURNER	
Islis (automatic)	722 0 0	1,084 7 0	Sports	525 0 0 789 0 0
Islis de luxe	640 0 0	961 7 0	VAUXHALL	
Islis Traveller	725 10 0	1,089 12 0	Wyvern	535 0 0 803 17 0
NASH			Velox	580 0 0 871 7 0
Rambler Super	1,305 0 0	1,958 17 0	Cresta	640 0 0 961 7 0
Rambler Custom	1,380 0 0	2,071 7 0	Velox Dormobile	741 0 0 1,112 17 0
Hardtop	1,450 0 0	2,176 7 0	Grosvenor-Velox	750 0 0 1,126 7 0
Station wagon	1,510 0 0	2,266 7 0	VOLKSWAGEN	
Statesman Super	1,490 0 0	2,236 7 0	Standard saloon	422 10 0 635 2 0
Ambassador Super 6	1,685 0 0	2,528 17 0	De luxe	492 10 0 740 2 0
OLDSMOBILE			Convertible	670 0 0 1,066 7 0
Series 4 Super	1,640 0 0	2,460 15 0	Karmann-Ghia Coupé	810 0 0 1,216 7 0
Series 98	1,985 0 0	2,978 17 0	WOLESELEY	
Starfire convertible	2,080 0 0	3,121 7 0	Fifteen-fifty	640 0 0 961 7 0
PACKARD			(manumatic)	673 6 8 1,011 7 0
Clipper de luxe	2,395 0 0	3,593 17 0	Six-nine	806 0 0 1,210 7 0
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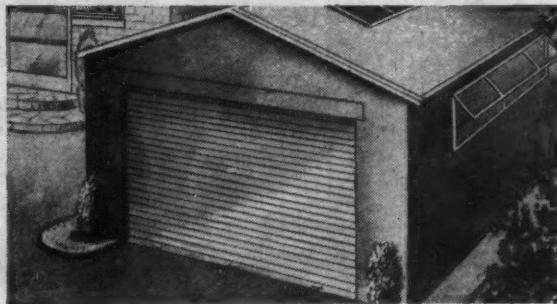
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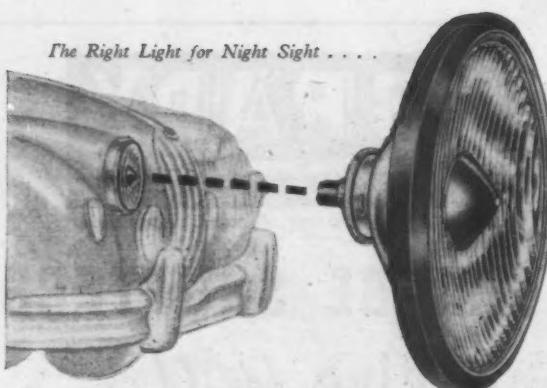
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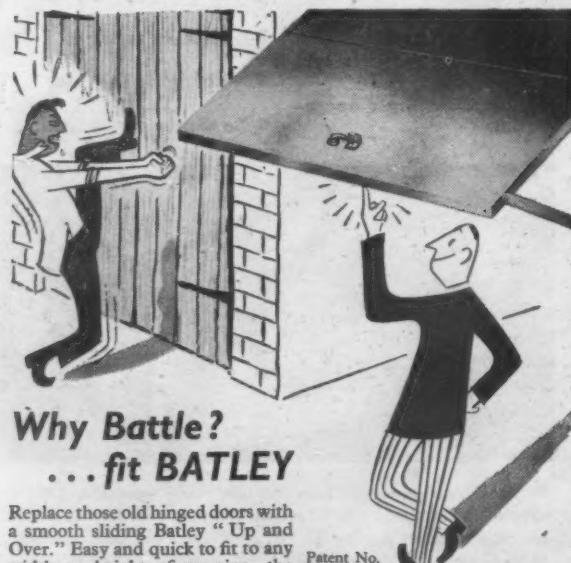


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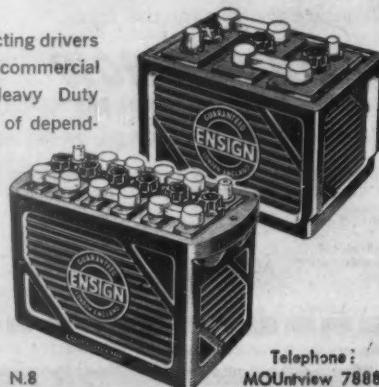
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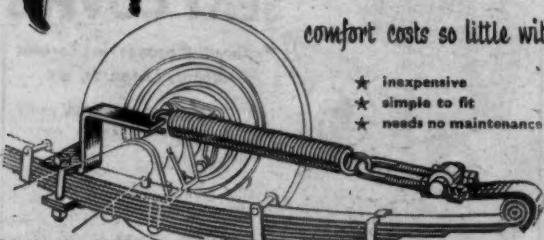
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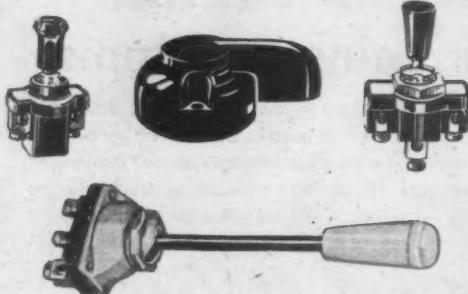
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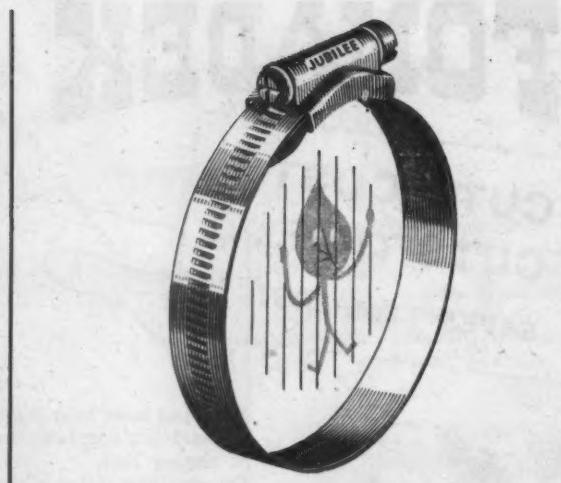
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[0692/R]

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£325 o.n.o.—1948 Alvis TA drop

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

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PASS & JOYCE, the Armstrong Siddeley people, offer a miscellaneous selection of used Armstrong Siddeley Sapphires ranging in price from £285.

All these cars have been carefully inspected by our specialist mechanics and are covered by our 4 months' guarantee.

1956 Armstrong Siddeley Sapphire 236 saloon, manumatic gear box, overdrive, radio, one owner, cream and black, with red interior; £225.

1955 Armstrong Siddeley Sapphire saloon automatic transmission radio, one owner, Langham grey and Corinthian green with beige interior; £1325.

1954 Armstrong Siddeley Sapphire saloon, synchromesh gear box, radio, door covers, one owner, dark blue, with silver grey with blue interior; £85.

1947 (December) Armstrong Siddeley Typhoon saloon, black with tan interior; £345.

LET us quote part exchange prices and demonstrate the typical Pass & Joyce used car to you.

We are the largest Sapphire distributors.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C1039]

ARNES OF ALEXEMARLE STREET offer:-

1955 Armstrong Siddeley Sapphire automatic, black/silver grey, low mileage, immaculate; £1195.

THE above car carries our 3 months' guarantee.

SHOWROOMS: 28, Albemarle St., W.1. Hyde Park 8825.
SPARES and service: Steeles Rd., Haverstock Hill, N.W.3. Primrose 4467.

G. S. HALL offer:-

£795 !!-1954 Armstrong Sapphire saloon, choice of 2 low mileage specimens.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

C.A.J. MOTORS offer:-

CHOICE of 2 magnificent Hurricane coupes.

1946 fitted new engine, mohair hood, heater, 23mpg; 239bhp. regency covers, tax'd, guaranteed

1952 new, fitted H.M.V. radio, heater, flame thrower, screen washer, Vynide hood, 28,000 miles, tax'd; 375bhp.—56, Warren St., London, W.1. Euston 1926. [T093]

BROADWAY MOTORS, Hounslow, offer:-

£1145 !!-1955 Sapphire saloon duo tone grey, red leather, front seats, fabric top, excellent condition throughout, £1000. Hounslow Rd., Hounslow (2 mins. Hounslow East Tube), Midx. Hou. 0175/9309. [C1113]

1952 (October) Armstrong Whitley saloon; £425.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2.

1950 Armstrong Whitley saloon, black, heater, radio, chauffeur-kept; £395.

WOOD & LAMBERT, Ltd., 49, Stamford Hill, N.16. Sta. 3434. [C4393]

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers, offer:-

1954 Oct. Armstrong Sapphire automatic gear box, saloon, black, one owner, radio, twin carburetors, twin exhaust system; £105.

SHOWROOM—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores, Barnadale Yard, off Elgin Ave., W.9. Cunningham 5935. [C2010]

Armstrong Siddeley Sapphire saloon, dual

1955 colour, one owner, radio, heater, as new; £875. Hounslow 5476. [C2107]

1951 Armstrong Siddeley Lancaster Six Light saloon, colour grey, very good condition throughout, licensed, fitted heater, barmin at £545.

SANDBECK MOTORS, Ltd., Wetherby. Tel. 1813

£195 !!-1939 Armstrong Siddeley 16hp, green, one owner, first-class condition.—Willmore Motors, Kendrick Place, S.W.7. Ken. 6916. [C6472]

1953 Armstrong Whitley, black, synchromesh gear box, heater low mileage, excellent condition; cost over £1,400; £495.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. Tel. North 4441. [C1036]

1952 Armstrong Hurricane, blue and blue leather, 1952 radio, heater, good condition; £425.

Gray, 20, Hermitage Lane, N.W.2. Speedwell 1240. [C2026]

1956 (June) Armstrong Sapphire 234 saloon, mileage only 4,000, car as new with full guarantee; £1,295.—Winchester Motor Co., Ltd., Winchester Hants. Tel. 3231. [C1031]

1956 (June) Sapphire 234, grey/green nylon

1956 interior, fitted overdrive, heater, etc., one careful owner, 2,000 miles only; £1,550.—Hatton Cross Garage, Feltham 2176. [C2092]

Armstrong Siddeley Sapphire saloon, automatic drive, black/beige, one owner, immaculate; £1,295.—Stevenage Motor Co., Ltd., Morris House, Stevenage, Herts. Tel. 553-4. [C1030]

1946 Armstrong coupe, maroon/cream wheels, dark blue hood and leather interior; £290; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C3056]

1947-8 Armstrong Typhoon sports saloon, reconditioned engine and gearbox, immaculate condition, with leather seats, £620; terms and exchanges.—Brayton, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C2059]

1953 type Armstrong Whitley 18hp 4-door 4-light semi-razor-edge sports saloon, synchromesh gear box, 27,000 miles, one previous owner, beautiful unmarked Langham grey coachwork, glittering chromium, fine steel roof, leather seats, £1,000. £1,000 terms, with machine accessories, equipped telescopic steering, heater, demisters, tonometers, twin rear lights, etc., comparable to brand new; written guarantee; 498bhp; hire purchase; exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000]

ARMSTRONG SIDDELEY

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UY SALMON

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following examples:-

1955 (July) Armstrong Siddeley Sapphire 7-passenger limousine, fitted face-forward occasional seats, but no division, 12,000 miles, radio, windscreen, sunroof, twin fog lamps, H.M.V. radio, wing mirrors; £1,365. £1,365 offered at £1,795.

1956 (July) Armstrong Siddeley Sapphire 234 saloon, duo green, 2,000 miles only, overdrive, sunroof, roof, twin fog lamps, H.M.V. radio, wing mirrors; £1,365.

1953 (Sept.) Armstrong Siddeley Sapphire 236 saloon, Corinthian green, under 2,000 miles, cost new approximately £1,460; offered at £1,250.

1953 (Sept.) Armstrong Siddeley Sapphire saloon, pre-selector, H.M.V. radio, duo green/beige leather, genuine 15,900 miles, new to owner, original stripe when unused; a unique opportunity to acquire a virtually brand new luxury car; £875.

1953 (Sept.) Armstrong Siddeley Sapphire saloon, nominal mileage, black/beige leather, synchromesh gear box, one owner; extremely good value, £875.

1955 (July) Armstrong Siddeley Sapphire 236 saloon, pre-selector, H.M.V. radio, duo green/beige leather, genuine 15,900 miles, new to owner, original stripe when unused; a unique opportunity to acquire a virtually brand new luxury car; £875.

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AUSTIN A30

CAR MART, Ltd.

SOLE London Austin Distributors.

1955 £6 Austin A30 2 and 4 doors; a selection from £425.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039]

MANN EGERTON.

1956 Austin A30 2-door saloon, green, heater, radio, spotlights, etc., 3,000 miles; £535.

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2075. [C1036]

G. S. HALL offer:-

WHY second-hand? New and unregistered A30 saloons at £25 under list price.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

JACK ROSE, Ltd., offer:-

1956 Austin A30 in green, 7,000 miles, unmarked; £495.—Stafford Rd., Wallington. Wallington 8677. [C1036]

L. MANDUCA, Ltd., offer:-

1955 A30 4-door, heater; £420; terms and part exchanged.—55, Lancaster Mews, London, W.2. Paddington 9196. [C1039]

H. A. SAUNDERS, Ltd., offer:-

CHOICE of several small mileage models from £425.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (5 lines). [C1039]

WARWICK WRIGHT, Ltd., offer:-

1955 Austin A30 in green, 10,000 miles; £465.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 7761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C1045]

BROADWAY MOTORS, Hounslow, offer:-

1947 !!-1956 A30 utility, grey, one owner, only 9,000 miles, unmarked.—Hanworth Rd., Hanworth 1113. [C1113]

JACK BOND (West End branch) offer:-

1956—A30, 1956, 4-door, negligible mileage.

VINTAGE AUTOS, 105, Queenaway, W.2. Tel. Baywater 5929 and 6330. [C4079]

1954 Austin A30 saloon, two from £395.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 171-2. [C1038]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

1956 Austin A30 2-door grey saloon, heater, etc. 5,000 miles only; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., N.16. Hertford 1631. [C1039]

NEW Austin 2- & 4-door saloons at reduced price.

Below.

£445 !!-1955 (July) A30 2-door, green, 8,000 miles.

£390 !!-1954 (March) A30 2-door, black, one owner.—Vauxhall Motors, Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

1956 (May) Austin A30 2-door saloon, black, works

CHARLES RICKARDS, Ltd., 56, Baywater Rd., W.2. Pad. 3440. [C3050]

AUSTIN A30 (June 1956), colour cream, 2-door, heater, washers, 7,000 miles; £480.

BARKERS GARAGE, 41, William St., Windsor. Tel. 776. [C1039]

1954 Austin A30, black/red, heater; £425.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1955 A30 4-door, 12,000 miles, light cream, heater, etc. 6 months extra in excellent condition; £425.

1955 A30 Countryman, 10,000 miles only, heater, spare unused, kept in perfect condition; £460.

ROYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C1039]

SPECIAL offer!—1956 new unregistered A30 saloon, grey, red interior; 6 months' guarantee; £525.

X SERVICE STATION, Kingston Vale, S.W.15. Kin. 8335. [C1040]

A30 Countryman, 1955, green, heater, one owner.

A30 genuine vehicle; exchanges, terms.—Tel. Cundie 3142. [C1024]

ALEXANDER Layzell Hi-Power conversions for A30, amateur improved performance and economy; sets for auto start and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

AUSTIN A30 2-door saloon, htr., extras, unregistered: £500.—Rapid Motors, 176-178, York Way, N.1. Ter. 4124. [C1024]

1955 A30, 4-door, heater; £425.—Davies Car Centre, 22-24, Horn Lane, London, W.3. Acorn 2273-2444. [C1120]

1954 Austin A30, black, heater, moderate mileage; £425.—J. Coxeter & Co., Ltd., Oxford 2275-6. [C1090]

£398 !!-1954 Austin A30 de luxe saloon, only one owner, 24,000 miles, magnificently maintained bargain price.

AMBRO OF WOOD GREEN (Established 1897): 100 Buntingford, Herts. Tel. Buntingford 2222. [C2052]

BROWNS, Ltd., 100, Buntingford, Herts. Tel. Buntingford 2222. [C2052]

1954 Austin A30 4-door saloon, one owner, heater, etc. 12,000 miles; £463.—Salmons Garages, Ltd., Temple Bar 5338. [C4029]

1954 Austin A30, black, beautifully maintained; £400.—Smith & Hunter, 376, Kensington High St., W.1. Western 2312. [C1049]

1954 Austin A30 saloon, black and red, heater.

1954 Austin A30, 9,000 miles, one owner; £425.—Regent Lion Group, 22, Queensway, W.2. Bayswater 0136. [C1110]

BRUTONS.—1956 A30 2-door saloon, black, one owner, 12,000 miles, heater, underscaled; £535.

TERMS.—Lexham Garden Mews, W.8. Fremantle 4257. [C1104]

BENTALLS, Ltd.

1955 Austin A30, fitted heater; £440.—Kingston-on-Thames. Kingston 1001. [C1093]

SLOCOMBS, Ltd.

1955 (November) A30, heater, immaculate; £445.

part exchanges, cars or motor cycles.—Dudley Hill Lane, N.W.10. Willesden 4869. [C4017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A30

1956 A30 full de luxe saloon, indistinguishable from new, 5,000 miles only, colour blue, cost £275; accept £265.—Pinner Motor Co., Tel. Pinne 1550 [C3105]

BRUTONS.—1956 A30 2-door saloon, black, one owner, 1,200 miles, heater, Undersealed, taxed: £535, terms.—Lexham Gardens Mews, W.8. Fremantle 4975/6.

1955 (March) Austin A30 2-door saloon, green, fitted heater, 11,000 miles, one owner: £435.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon Tel. Addidcombe 3066. [C1076]

1953 (Oct.) Austin A30 4-door, heater, one owner, excellent condition: £385.—Arnotts Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 6161. [C647]

1955 Austin A30 low mileage 2-door saloon, black with red upholstery: £435; terms, exchanges.—Chelsea Cars, 363, Fulham Rd., Chelsea, S.W.10. Fulham 2661. [C1115]

6800 miles! 1956 model A30 2-door de luxe, heater, overriders, etc., one fastidious owner who has really numbered it; eggshell blue and beige upholstery, taxed: £265.—R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

1955 Austin A30 low mileage 2-door saloon, black with red upholstery: £435; terms, exchanges.—Chelsea Cars, 363, Fulham Rd., Chelsea, S.W.10. Fulham 2661. [C1115]

1956 Austin A30 Countryman, one owner, dark green with beige interior: £545.—Henlys, Euston Rd., N.W.1. (Almost opposite Euston Station.) Tel. Euston 1966. [T106]

£36 reduction, now and unregistered 1956 Austin A30 2-door saloon with heater; part exchange, hire purchase facilities.—Golly's Garage, Ltd., Earl Court Rd., S.W.5. Tel. Goss 6373. [W695]

1955 Austin A30 saloon, red/reve, radio and heater, musical horns and twin lamps, one owner, immaculate: £465.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]

1954 Austin A30, black with light brown upholstery, heater, wing mirrors. Immaculate condition: £395; h.p. terms and part exchanges.—Phillips Motors, 77, Park Farm Rd., N.W.10. Kilburn 1166. [C4034]

4250m—Austin A30 1954 saloon, one careful owner, spare unused, practically new; term exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

(Feb.) **A30** 4-door, black, brown interior, one owner, 5,000 miles, heater, 16,000 miles, space unused, immaculate: £455; exchanges welcomed.—Bradbury of Cricklewood, Edgware Rd., N.W.2. Gia 1194. [6214]

1953 Austin A30 4-door saloon, fawn/brown, one owner, taxed, heater, other extras, a very clean and economic car, 3 month guarantee; £365.—Trinity Cars, Ltd., 90, North Wardsorth Community, S.W.19. Victoria 1166. [C4034]

PRIOR & CLARKE.—1956 Austin A30 4-door saloon, 4,000 miles, heater: £499. 1956 2-door, heater: £449; 1955 2- and 4-door, low mileage, heater, from £399; 1954 2- and 4-door, heater, from £385.—Stockwell Rd., S.W.9. Brixton 4551. [C3068/1]

1953 (September) Austin A30 4-door saloon, green and brown interior, one owner, taxed, heater, loose covers, 3 months' guarantee: £365.—M.E.T. Garages, Ltd., 409, Kilburn High Rd., N.W.6. Maida Vale 4801. After 6.30 Gladstone 4553. [T102]

NEW Austin A30 saloons, taxed and insured, ready to drive away; exchanges welcomed—any car accepted as whole or part deposit, balance over 2 months; tax and insurance included in terms.—Prior & Clarke, Stockwell Rd., S.W.9. Brixton 6251. [C3068/1]

1955-6 Austin A30 4-door saloon, grey, with red leather, heater, 16,000 miles, heater, 16,000 miles, light, seat covers, heater, immaculate condition throughout, spare wheel unused, 3 months' guarantee: £465.—M.E.T. Garages, Ltd., 409, Kilburn High Rd., N.W.6. Maida Vale 4801. After 6.30 Gladstone 4553. [T104]

Austin A30 Cars Wanted

C
M
CAR MART. Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition. [C1016]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TOP price paid for good Austin A30.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

Austin Eight Cars Wanted
R
OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN TEN
245m—Austin 10 1956, sliding head, leather, heater, one owner, reconditioned engine, sand tyres; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [C4018]

Austin Ten Cars Wanted
R
OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CAR MART. Ltd., Sole London Austin Distributors.

1955—6 Austin A40 Cambridge; a selection from £250. [C1050]

CAR MART. Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1032]

CAR MART. Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1038]

1951 dark green, heater, covers, outstanding condition: £375.—E. R. HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 6266. [C2033]

AUSTIN A40

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer

1949 Austin A40 saloon, one owner: £325.—Metropolitan Motors, Horn Lane, Acton, W.5. Acorn 5064. [C3080]

H. A. SAUNDERS, Ltd., offer:-

1954 A40 Somerset de luxe, green, beige upholstery, radio, heater, sun roof: £525.

1954 A40 convertible coupe, black, red upholstery: £485.

1955 A40 Cambridge, black, red upholstery, heater: £515.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C1092]

BROADWAY MOTORS, Hounslow, offer:-

1952 model Austin A40 GS5 saloon, grey, brown interior, fitted heater, seat covers, etc., choice of 2 immaculate specimens from £395.—Hanworth Rd., Hounslow (2 mins. from Hounslow East Tube), Middx. Hou 0175 3808. [C1115]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:-

1949 Austin A40 saloon, excellent condition: £285.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Enfield Rd., Enfield. Howard 1631. [C4009]

1953 Austin A40, grey/blue, one owner, in very fine condition; Ford A1 plan, warranty: £475.

BRENT GARAGE, Ford Distributors, Hendon, Wey, Hendon, N.W.3. Tel. Brent 1200. [C1018]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:-

(late) Austin A40 Somerset: £385—355. High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

HENLYS offer with 4 months' guarantee:-

1952 Austin A50 saloon, beige, heater, new engine Oct., 1956: £445.

1949 Austin A40 Devon, grey, sun roof, radio, heater, excellent condition: £325.—Salmons Garages, Ltd., Temple Vale 3381. [C4029]

A40 (coupe) black, blue, blue hood, heater, etc., 100 miles only: £465.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116]

1950 Austin A40, grey, very sound and clean: £275.

SMITH & HUNTER, 376, Kensington High St., W.14. Westcote 2512. [C4016]

1954 Austin A40 Countryman, heater, magnificent, £465; payments—Vaughan, 17, Astwood Mews, S.W.7. Tel. Fro 1319. [C4078]

1953 Somerset saloon, black, heater, one owner, splendid throughout: £475.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1080]

1953 Austin A40 Somerset saloon, a de luxe model in a superb perfect order by one owner, leather upholstery, heater: £465.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8-6 p.m. to 6 p.m. [C2008]

1954 Austin Somerset saloon, grey, condition almost as new throughout: £485.—Penfold 7366. [T704]

1954 Austin A40 de luxe saloon, black, one owner, immaculate condition: £525.—Tel. Staines 4164. [T7004]

AUSTIN A40 sports, blue, grey interior, 25,000 miles since engine reconditioned, radio and heater fitted, perfect condition: £465.—Brake 6781. [C2096]

£160 deposit, £320 cash—1949 Austin A40: £3096.

1953 one owner, black, ivory leather—Douglas, 110, Cricklewood Broadway, N.W.2. Gladstone 8806. [C2008]

1949 Austin Devon saloon, black, sun roof, heater, taxed, guaranteed: £339. terms, exchanges. Newbury Cars, Muswell Hill, N.10. Tudor 3392. [C1012]

!!! 1948 (Nov.) A40 Dorset, radio, heater, loose covers, recently repainted, in splendid order throughout: £325.—Bruce France, 8a, Cromwell Mews, South Kensington. Kilman 0515. [C2096]

1953 Austin A40 Somerset saloon, sliding roof, heater, one owner: £465.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5333. [C1083]

1953 Austin Somerset, l.h.d., in coupe, moderate mileage, green, green leather, heater, a genuine bargain: £255.—Silverthorne Motors, Ltd., 11, Pitavos Sq., W.1. Tel. Euston 2041. [C4011]

1956 Austin A40 Cambridge de luxe saloon 17,010 miles only, a one-owner car, full de luxe with heater and leather upholstery, the whole vehicle definitely as brand new in every respect: £695.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1032]

1949 Austin A40s, choice of two, recent engine overhaul, excellent mechanical condition: £295; h.p. terms and part exchanges.—Phillips Motors, 77, Chalc Farm Rd., N.W.1. Primrose 6666. [C1016]

1953 Austin A40 Somerset saloon, heater, one owner, low mileage, guaranteed: £220. terms, exchanges. Terrier, 10, Palmers Green Road, London N.16. Kilman 5698. [C2034]

1950 A40 Countryman, a good genuine vehicle: £295. terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492.

1951 Austin A40 4-door saloon, fawn, brown leather, heater, moderate mileage, very clean, guaranteed: £275.—Kings Motors, 1, High St., W.14. Tel. 5352. [C2049]

1954 (July) A40, black, red interior, one owner, fitted heater, exceptionally clean motor car: £495; exchanges welcome.—Braburys of Cricklewood, Edgware Rd., N.W.2. Gia 1134. [C2025]

TANKARD & SMITH, Ltd., offer 1954 Austin A40 convertibles, choice of 2; black/red, radio, heater, grey/red, heater: from £285; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.5. Flaxman 4801.

315 Austin A40 1949 Devon saloon, blue, blue leather, heater, loose covers, excellent condition: terms, exchanges; list; open 9-7 week-days and Saturday days.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C2018]

AUSTIN A40

AUSTIN A40

£485 (!!)—1953 Austin A40 de luxe saloon, only two owners have used this car, speedometer records 18,000 miles, whole condition impeccable and unmarked, sun roof, heater, spot lamps, leather upholstery, etc.; choice of two others.

AMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars, exchanges, hire purchase, £21-42-43, High Rd., Finchley, Finchley 6222. [C2052]

Austin A40 Cars Wanted

C
M
CAR MART. Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART. Ltd., 163, Bromley Rd., S.E.6. Elsinore 6600. [C1057/R]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TOP price paid for good Austin A40.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

AUSTIN A50

CAR MART. Ltd., Sole London Austin Distributors.

SOLE London Austin Distributors.

1955-56 Austin A50 Cambridges: a selection from £560.

CAR MART. Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039]

CAR MART. Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500.

MANN EGERTON. [C1039]

1956 Austin A50 saloon, de luxe, grey, 9,000 miles: £695.

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006]

H. A. SAUNDERS, Ltd., offer:-

1955 A50 Cambridge de luxe, black, red upholstery: £565.

1956 A50 de luxe, spruce green, green upholstery: £675.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C1092]

HENLYS offer with 4 months' guarantee:-

1956 Austin A50 saloon, heater, one owner, blue with grey interior: £685.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [T056]

TANKARD & SMITH, Ltd. (TOTTEHAM), offer:-

1955 Austin A50 saloon, Conway blue, blue leather upholstery, heater, one owner, in very good condition: £595—226, High Rd., London, N.15. Tot. 0414. [T076]

CARLISLE RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050]

£595—1955 model A50 de luxe, blue leather, 17,000 miles only, and in really excellent condition; spare unused.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead 3431-2. [C3011/1]

1955 model Austin A50, one owner, spotless: £570.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

ALEXANDER LESTAL Hi-Power conversions for Austin:—improved performance and economy; send for data sheet and road tests.

LEXANDER ENGINEERING CO., Ltd., Haddenham, A. Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1955 Austin A50 Cambridge de luxe, radio, radio and heater, low mileage: £625.—Owen (Hendon), Ltd., 320, Euston Rd., N.W.3. Gladstone 4553. [C2036]

NOVEMBER, 1954, 1955, A50, de luxe, with heater, light fawn with red upholstery, 3 months' guarantee: £545.—M.E.T. Garages, Ltd., 409, Kilburn High Rd., N.W.6. Maida Vale 4801. After 6.30 Gladstone 4553. [T1041]

1956 Austin A50 Cambridge de luxe, export model, one owner, 16,000 miles, radio, heater, etc. saving of £180 at £665; h.p.; 3 months' guarantee.—Premier Motors, 235, Lewisham High St., S.E.13. Lee Green 1051. [C3033]

Austin A50 Cars Wanted

C
M
CAR MART. Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Har. Edgware Rd., N.W.9. Hendon 6500. [C1058/R]

A LMOST new A50 required immediately.—Morley, 76, Cambridge Rd., Ealing. Kingston 8888. [C1076]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN TWELVE very good condition throughout: £225; h.p. terms and part exchanges.—Phillips Motors, 77, Chalc Farm Rd., N.W.1. Primrose 6666. [C1016]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN TWELVE Cars Wanted

R
OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN SIXTEEN

DICKS.—**1949** Austin 16 saloon, superior condition: £225.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6504. [C1072]

A & S LTD. Austin Hirecars. See under Limousines.

A PPE & SAUNDERS LTD. (L.M.S. Lines Purchased). Providence Court North, Aldley Street. (Near Selfridges). Mayfair 2941. [C1006]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

HEARS: brochures available. We build deck or bearer, on the 16 chassis; inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161.

HIRECAR limousine, 1950, 16hp 4-door model, leather, division, forward gear, only one previous owner, £235. [C1035]

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special Hircar catalogue and illustrated brochure. Showrooms open until 6 p.m. [C1035]

£235.—1949 Austin 16 saloon, black, heater, £235. [C2093]

1949 Austin 16, radio, heater, guaranteed: £250. [C3029]

1949 Austin 16, radio, heater, one owner, £11. [C3029]

1947 Austin 16, radio, heater, £175; exchanges: £11. [C2082]

1948 Austin 16, black, brown leather upholstery, very clean condition throughout, excellent mechanical order: £225; h.p. terms and part exchanges. [C2082]

1948 Austin 16, black, brown leather upholstery, choice of 2; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead tube). [C4018]

AUSTIN SIXTEEN Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHTEEN

AUSTIN 18 7-seater saloon, 1957, one private owner, blue and black, original condition throughout, works engine, splendid tyres, unused tool kit, instruction book, must be seen: £145.—Orpington 22433. [6987]

AUSTIN A70

CAR MART, Ltd.

SOLE London Austin Distributors.

1954 Austin A70 Hereford saloons: a selection from £530. [C2026]

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6500.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

H. BEART & Co., Ltd., offer:-

1953 Austin A70 saloon, finished black, in nice condition throughout: £2435.—102, London Rd., and High St., Kingston-on-Thames. Kingston 5346. [C1081]

H. A. SAUNDERS, Ltd., offer:-

1954 A70 Hereford, black, brown upholstery, £2435.

1954 A70 Hereford, green, brown upholstery, heater, £2495. [C4092]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

JACE BOND (West End branch) offer:-

£395.—A70, 1953, one owner.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5929 and 5330. [C4079]

THE WOODCOTE MOTOR Co., Ltd., Epsom, offer:-

1951 Austin Hereford, 26,000 miles only and in

Church St., Epsom, Tel. 1234. [7121]

1953 Austin A70 saloon, heater, one owner, black

and white, interior: £275. [C4092]

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001.

HEARS? Brochures available. We have a Deck

Hearse on the A70 chassis; inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161.

[C1026]

1949 A70 saloon, heater, magnificent, guaranteed:

£275, payments—Vaughan, 17, Astwood Mews, S.W.1. Tel. 1519-1520. [C4078]

1951 Austin A70 Hereford, radio and heater, chrome

1953 of two, from £295. [C4092]

Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]

1953 Austin A70 Hereford saloon, colour beige in

1953 leather with heater and radio: £245.—John Whalley, Ltd., London Rd., Bishops Stortford. [C4051]

1952 MOTORS offer superb 1954 Hereford sun

saloon, one owner, heater: £465! Also 1950

Countryside. £285!—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1953 Hereford saloon, black with brown, new tyres,

29,000 miles, one owner, excellent condition:

£425.—S. Wilson & Son, Hillside Garage, Edgware 4464. [C1023]

1954 A70, black with red trim, one owner from

new: £450; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055]

1952 Austin A70 Hereford saloon, black, brown

and white, heater, £350; in first-class order,

having had a considerable amount spent on it

during the past 8,000 miles: £375. [C1011]

VICTORY Garage, Primrose Gdns., London, N.W.5. Tel. Primrose 2242-5. [C4625]

1949 Austin A70 de luxe saloon, Antim, blue, radio

and heater, outstanding condition; please don't

confuse with the average offered: £350.—Bray Motors,

180-184, West End Lane, N.W.6. Hampstead 6490. [C3056]

1951 A70 Countryman, timber body, in nice

condition, excellent mechanically, good tyres,

no battery: £150 dep. balance 2 years (banker's

reference).—Scott, 64, Borough Rd., Altrincham. Tel. 4448. [C6780]

1953 (July) Hereford de luxe model, sun roof,

brown interior, heater, one owner, recorded

mileage 2,400, exceptionally nice motor car; part ex-

changes welcome: £425.—Brombury, 26, Cricklade, Edgware Rd., N.W.3. Tel. 1194. [C6211]

Austin A70 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Austin A70 and A90.—Hampstead (Tube),

N.W.3. Ham. 6041. [W4018/R]

Austin A70 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Tel. 0350/R

AUSTIN A90

CAR MART, Ltd.

SOLE London Austin Distributors.

£495.—Austin A90 Atlantic saloon, radio, heater,

registered July 1952, £460. [C1059/1]

G. S. HALL offer:-

£645!!!—1955 A90 de luxe saloon, black, red

leather, one owner and only 9,000 miles; trade

enquiries invited.—302, King St., Hammersmith, W.6. Tel. Riverside 2881. [C2026]

AZ MOTORS offer 1952 Atlantic hardtop: £345. [C1011]

1952 Austin A90 Atlantic, hardtop, blue, new tyres,

radio, excellent condition: £460. [C3098]

THOMAS ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford 67227-8

ALEXANDER Laystall Hi-Power conversions for

A90: gives equal performance to A105; send for

data sheet and road tests.

ABKUCKS, LTD., Clarendon Rd., W.1. Tel. Huddersfield 5245. [C1094]

£375!!! Super bargain, Austin A90 sports coupe,

1950, fitted with extras, very high stand-

ard of performance, sound condition.

CAMDEN MOTORS, Leighton Buzzard 2041. Write

for catalogue. Showrooms open until 8 p.m.

1951 A90 drop head, electric hood and windows,

radio, heater, leather, small mileage, in excellent

late condition: £260.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

£498.—Austin A90 1953 Atlantic hardtop sports,

must be seen; many others; we welcome A.A. or R.A.C.

with purchase, exchanges, existing h.p. &c/o with us.

BENMOTORS, 1 Clarendon Rd., W.11. (50yds. Holland Park Tube). Tel. 50667-7 and 2971. [C1017]

1950 Austin A90 Atlantic, power-operated convertible, metallic cream and red, host of extras, £385. [C2056]

£475!!!—1952 Austin A90 Atlantic convertible,

adequately described, all chrome work is superb, in

terior magnificent, new leather cloth type hood,

radios, heater, speedo, back seat, to electric

hood and windows, radio, heat, spotlights, Ace

Hamblinners, wing mirrors, loose covers, etc., un-

doubtedly the finest you can possibly buy.

LAMBES OF WOOD GREEN (Established 1897): 100

guaranteed cars, exchanges, hire purchase: £421-

425, High Rd., Finchley. Finchley 6222. [C2052]

Austin A90 Cars Wanted

CAR MART, Ltd., London Distributors.

1955—6 Austin A90 Westminster de luxe; a selec-

tion of 200 miles, £275. [C2026]

CAR MART, Ltd., Gloucester House 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434.

CAR MART, Ltd., 382, Streatham High Rd., S.16. Streatham 0054. [C1039]

H. A. SAUNDERS, Ltd., offer:-

1956 Austin A90 Westminster de luxe, beige, chestnut

upholstery, recorded mileage 7,020: £275. [C2056]

ALLAN SAUNDERS LTD., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (5 lines). [C4092]

H. BEART & Co., Ltd., offer:-

1955 Austin A90 Westminster de luxe, green with

green with grey upholstered, genuine leather, in-

terior, 15,000 miles, £275. [C2056]

owner since new; offered with B.M.C. warranty: £625.

102-102, London Rd., and High St., Kingston-on-Thames. Kingston 5348. [C1081]

GORGE NEWMAN & Co. offer:-

1955 (April) Austin A90 Westminster saloon de

luxe, 15,000 miles, one owner, £365. [C3023]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Tel. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car

Sales Division, offers:-

1956 Austin A90 Westminster: £695—355, High

Rd., Middx. Tel. Wembley 4422. [C4019]

1955 Austin A90 Westminster, 16,000 miles in

very good condition: £625. [C4045]

TAYLOR & CRAWLEY, 55, Grosvenor Crescent Mews, Hyde Park Corner. Tel. SW. 5215. [C4426]

1955 Austin A90 Westminster, black, a beautifully

kept demonstration car; Ford A11 plan warranty: £695. [C4095]

BRENT CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. [C1097]

Austin A105 Cars Wanted

AUSTIN A105

CAR MART, Ltd.

SOLE London Austin Distributors.

£925.—Austin A105 saloon, heater, registered June 1956.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. [C1039]

AUSTIN A125 & A135

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car

Sales Division offers:-

1951 Austin Princess, r. & h. b. 555—355, High

Rd., Middx. Tel. W.2. LWR. 4422. [C4015]

A& S LTD. Limousines column.

ALLPE AND SAUNDERS (COACHBUILDERS), LTD.,

Station Approach, Kew Gardens, Richmond 1161.

1951 Austin Sheerline, L.b.d., radio, heater, per-

fect, unrepeatable: £545. [C2035]

SCOOT CARS, 341-347, Finchley Rd., Hampstead, N.W.3. Zamora 3877-7779. [C4016]

HEARS? Brochures available. We build Deck or

Bearers on the Princess; inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS), LTD.,

Station Approach, Kew Gardens, Richmond 1161.

1951 Austin Sheerline, L.b.d., radio, heater, per-

fect, unrepeatable: £545. [C2035]

£445—1952 model Sheerline, black, beige interior,

car throughout, genuine mileage 59,000; part exchanges.

STANLEY GOODWIN & SON, Ltd., Worcester Rd., Kidderminster. Tel. 2204-5. [C4009]

£395—1951, black, radio, heater, reconditioned

—Oscar Moore, 204, Ballard Lane, N.S. Finchley 2020. [C4020]

1950 Austin Sheerline, metallic grey, in nice con-

dition: £385.—Jacquier, Ltd., 225-7, Ham-

mersmith Rd., London, W.6. Tel. Riverside 6677-8. [C4043]

£375.—Austin Sheerline, May 1950, one owner,

exceptional car—H. A. Saunders, Ltd., Aus-

tin House, Highfield, N.W.11. Speedwell 0011. [C4004]

1955 (February) A125 l.w.b. Princess, partition,

forward, occasional, leather throughout, N.W.11. Ham. 1001. [C4017]

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Tel. Welbeck 1124. [C1015]

1951 (June) Austin Princess touring limousine,

black front, electric operated partition glass, colour black, front compartment beige leather with cloth panels, rear compartment beige leather with cloth panels, fitted sunshine roof, radio, heater, spot lamps and wing mirrors, speedometer reading 29,739, excellent condition: price required £675. [C4017]

GARRETT, LTD., 121, Bedford Rd., Renshaw St., Liver-

pool. Tel. Royal 6741. [C4016]

Austin A125 and A135 Cars Wanted

CAR MART, Ltd., London Distributors.

1955—forward, occasions, leather throughout,

black, one private, reasonable mileage, black, £2150.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Tel. Welbeck 1124. [C1015]

1951 (June) Austin Princess touring limousine,

black front, electric operated partition glass, colour black, front compartment beige leather with cloth panels, rear compartment beige leather with cloth panels, fitted sunshine roof, radio, heater, spot lamps and wing mirrors, speedometer reading 29,739, excellent condition: price required £675. [C4017]

TOP price paid for good Austin Sheerline.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C4003]

ALMOST new A125-A135 required immediately.—

Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [C3018/R]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Austin—Hampstead (Tube), N.W.3. Ham. 1001. [C4019/R]

MARSTON MOTOR Co. for your Austin—Tel. SW. 3000: Seven Sisters Rd., Tottenham, N.15. [C4009/R]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distri-

butor urgently require late type Austin—Tel. Weybridge 2233. [C4041/R]

Austin Spares and Service

FOR Austin—Wimbledon for everything Austin—

Spares-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock: Saturdays till 6 p.m.; night

spares service available till 11 p.m.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN Spares and Service
West End.
Tel. Mus. 1932.

SMORRIS & Co., Cleveland Garage, Cleveland St., S.W.1. Tel. Mus. 1932.

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units; try Northwood's first—
44-47, Newington Causeway, S.E.1. Tel. Hop. 2332 or 2320.

CO. NORMAN & Co., authorised Austin main spares parts stockist, service spare parts and replacement units—50, Vauxhall Bridge Rd., London, S.W.1. Tel. 2211.

AUSTIN spares, all models, keenest prices, send for free 152-page illustrated catalogue price £1.00. Tel. Battersea 3280.

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 6644 (5 lines).

REPAIRS, exchange gear boxes, gears, seat covers, E.S.: telescopic shock absorbers, A.C. radio, 221 (initial payment £5/5/4); cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647.

PROPHTON & STEVENS, Ltd., the South London Austin depots.—Full range of parts and units in stock; exchange gear boxes, pumps, clutches, carburetors, brake shoes, and other Austin units from stock; repairs and service to Austin exclusively.—57, Acme Lane, S.W.2. Brixton 1155. [C164/R]

AUSTIN-HEALEY
ROSE & YOUNG, Ltd., offer:-

1956 Austin-Healey 100 BN2, 4-speed gear box, 8,000 miles, as new, fitted extras, ice blue; £650—46-50, Streatham Hill, London, S.W.2. Tulse Hill 0166. [C3057]

DUNCAN HAMILTON & Co., offer:-

1954 Austin-Healey 10,000 miles, green with green interior. Le Mans specification, leather, disc brakes, overdrive, Laystall head and crankshaft, modified suspension, twin exhausts, special steering wheel, etc., works maintained and just overhauled; a unique and exceptional example; Executive sale, offers required.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091]

WILLIAM GORDON CARS OF COVENTRY offer:-
1954 (late) Austin-Healey 100, latest type four-speed gear box, plus overdrive, special rear axle, heater, badge bar, etc., one owner, 10,000 miles, private plate only, positively as brand new; terms or exchanges.—**W**ILLIAM GORDON CARS, Sovereign Road Garage, 269, Sovereign Rd., Earlsdon, Coventry. Tel. 62813/68349.

1954 Austin-Healey sports, red, 12,000 miles; £595.—Boomers Worthing 5467. [C1694]

£745 1955 (Apr.) Austin-Healey 100, red, overdrive, tonneau cover, immaculate condition, spare unused, taxed.—**R**. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead.—42, Queen St., Maidenhead 3431-2. [C3011]

1955 Austin-Healey 8,000 only, red with black leather and hard top, perfect 3 months' guarantee; £775.—Allen, 18, Exeter Place, Parkhouse, Walsall, Staffs. [C1681]

£670—1954 Austin-Healey 100, 14,000 miles, red, wire wheels, tonneau, washers, wing mirrors, exceptional condition; not raced.—Sharpe, 25, Albion Cres., Boreham Wood, Herts. Elstree 2163. [C1728]

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

HEALEY Car Sales require urgently good Austin-Heleys—42, North Audley St., W.1. Mayfair 3507. [C1678]

ALMOST new Austin-Healey required immediately.—Cambridge Rd., Kingston, Kingston 8888. [W3016/R]

TOP price paid for good Austin-Healey.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

AUSTIN-HEALEY Spares and Service
Austin-Healey spares and service; for specialised Austin-Healey service bring your car to the Donald Healey Motor, Ltd., Le Man tuning, etc., high compression pistons available.—Service: Donald Healey Motor Co. Ltd., 2-4, Reece Mews, South Kensington. Tel. Kensington 1004. [C3651]

BENTLEY (3½, 4½-litre and New 4½-litre)

CAR MART, Ltd.
£4350—Bentley "S" series sports saloon, passed manufacturers, registered May 1955.

£2950—Bentley "R" type saloon, synchromesh, passed manufacturers, registered May 1954.

£2350—Bentley "R" type saloon, synchromesh, guaranteed registered July 1954.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039]

PB., Ltd., offer:-

1947 Bentley Mark VI standard steel saloon, reconditioned engine, car very carefully maintained.

1937 4½-litre Park Ward sports saloon, exceptional condition.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 3477. [C3033]

1949 Bentley saloon, black, exceptionally well maintained; £1,175.—Doles House, Andover. Tel. Hurstbourne Tarrant 224. [C1683]

1951 Bentley Mark VI, chauffeur driven, interior as new, history; £1,500.—Montrose Motors, Ltd., Wembley 2636/4443. [C5590]

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). [C1082/R]

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:

1955 S type standard saloon, finished in shell grey and black pearl with maroon hide upholstery, 20,220 miles, registered April 1950, £4,650.

1953 R type standard saloon, automatic gear box, finished in 2-tone green with grey hide upholstery, 34,672 miles, registered October 1950, £2,650.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032]

H. C. PAUL, Ltd.

1954 Bentley standard steel saloon, automatic, silver grey and velvet green, speedometer reading 29,000 miles; £2,950.

1954 Bentley standard steel saloon, R-type, big boot, black/brown interior, speedometer reading 44,000 miles; £2,100.

1951 Bentley standard steel saloon, black, brown interior, big bore engine, 39,000 miles; £1,795.

1951 Bentley standard steel saloon, 2-tone grey and blue, big bore engine, speedometer reading 59,000 miles; £1,650.

1950 Bentley James Young 2-door saloon, black, tan upholstery; £1,425.

1948 Bentley James Young razor-edge 4-door saloon, dark green, fitted replacement full flow engine, exceptional condition; £1,395.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]

MANN MOTOR CO., Ltd.

1954 Bentley standard steel saloon, black, with red leather upholstery, 13,000 miles; £4,750.

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2075. [C2006]

JACQUIER, Ltd., offer:-

1937 series H.K. 4½-litre Park Ward 4-door saloon, radio and heater, in nice condition; £595.

1935 3½-litre Vanden Plas 4-door saloon, metallic grey; £395.

1934 3½-litre Thrupp & Maberly 2-door saloon, black, engine just overhauled; £495.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

PEDIGREE CARS offer:-

1951 Bentley Mark VI standard steel saloon, midnight blue, leather interior, really an exceptional both mechanically and general condition; 6 months' guarantee; £1,375, which represents wonderful value.—340-2, Euston Rd., N.W.1. Euston 7889. [C3083]

KNIGHTSBRIDGE offer:-

1952 (August) Bentley Mk. VI S.S.S., big bore, small boot, duo-grey, red hide interior, one owner, maintenance history, in new condition; £1,785.

1. Roberts Mews, Loundes Place, London, S.W.1. Sloane 4086. [C2036]

RUSSELL MOTORS offer:-

1939 overdrive Bentley Park Ward saloon, heater, pre-war Bentley, etc., exceptional car.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

SWANMORE GARAGE, Ltd.

1952 James Young 4-door saloon, 31,000 miles.

1952 Harold Radford saloon.

1950 steel saloon, engine overhauled; photograph and price on request.

1948 Bentley 4½ standard steel saloon.

1936 Bentley 4½ Park Ward saloon.

1936 Christchurch Rd., Bournemouth, Southbourne 43344. [C4024]

SANDERSON & HOLMES, Ltd.,

THE official Rolls-Royce and Bentley retailers and importers to S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

LONDON Ed., Derby. Also Bentley House, London Rd., Leicester. Tel. Derby 47471, Leicester 59685. [C4073]

GUY SALMON AUTOMOBILES offer:-

1952 Bentley Mark VI standard steel saloon, 4½-litre engine, small boot model, black and shell grey/beige interior, genuine 22,000 miles only, one owner; whole car in faultless condition throughout; £2,350. Portsmouth Rd., Thames Ditton. [C4001]

WEBSTER AUTOMOBILES offer:-

1953 (July) Bentley saloon, TN series, duo-grey; £2,395.

WEBSTER AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233. [C4034]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1934 Welwyn 49, Herts. Tel. Welwyn 6222. [C2052]

AUTOWORKS, Ltd., offer 1951 Bentley Mark VI saloon £1,695.—Southgate St., Winchester. Tel. 4065. [C1018]

1953 (June) Bentley 4½-litre saloon, two-tone grey with maroon hide, Bentley history, superb car; £2,525.—Robbins, East Putney. Tel. 7881. [C1019]

1954 (July) Bentley R-type automatic S.S. saloon, 2-tones grey, grey upholstery, seat covers, exceptional condition, supplied by us new, complete history available; £3,485.

ALFRED FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Tel. 2874-5. [C2111]

1952 Bentley standard steel saloon, big bore, one owner, 18,000 miles—repeat 18,000 miles only! Tel. Mumford Rd., Abbey Garage, Tel. Plymouth 62181. [C1019]

1949 Bentley SS saloon, MK. VI reconditioned engine, 64,000 miles, colour grey, new tyres, car immaculate, six months' guarantee; £1,425.—Blundell, Christ Church Rd., Folkestone 2726. [C1018]

JULY '53, Bentley T.N. chassis, metallic grey with black leather seats, 67,000 miles actually looks like 7,000, immaculate throughout, full history of the vehicle available; £2,300.

WHITE, call or 'phone for demonstration to: Mayfield Motors (Manchester), Ltd., 20-22, Peter St., Manchester, 2. Tel. 8888. [C1018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

£535 —1938 (June) Park Ward sports saloon, two tons grey blue leather, fitted heater, reasonably low mileage.—Central Newbury Car Auctions. [C495]

1948 Bentley Mark VI special sports saloon by C. F. Young, cost £5,450 new, colour green, in impeccable condition throughout, five new Indian tyres just fitted; £1,550.—[C495]

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Surrey. [C495]

1936 Bentley Mark VI Park Ward saloon; this car has just been reconditioned, new carpets, loose covers; £275.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 6151. [C2101/1]

A RCHIE SIMONS & CO. Ltd. —1936 Bentley sports saloon by J. Mulliner, two tons grey, very good example of this popular model; £245.—98, Gt. Portland St., W.1. Lamp 1343. [C4013]

1949 Bentley saloon, recent complete overhaul, radio, seat covers, Lifeguard tubes, etc., 2-tonne blue and grey;—Liggett's Garage, Alfreds Tel. 2935. [C710]

1954 Mark VI Bentley standard steel saloon. Automatic, one owner, Bentley history, excellent condition; £2,950.—Sidney Marcus Ltd., 35, Sloane St., S.W.1. Lamp 3721. [C5008/1]

1951 Bentley Mark VI standard steel saloon, big bore, immaculate condition throughout; £1,695.—Sidney Marcus Ltd., 35, Sloane St., S.W.1. Tel. Belgrave 3721. [C5006/1]

1951 (Sept.) Bentley Big Bore 4½-litre standard 1½-ton saloon, finished in light grey with red hide headlining, one careful owner from new, 50,000 miles; £1,675.—Castle's, Church Gate, Leicester 22531. [C6901]

1939 Bentley 4½-litre, overdrive, history from new, unusual car; £725.—Park Garage (Moseley), Ltd., Hampton Court Way, Moseley, Tel. Moseley 6169. [C2037]

1950 (800) model Bentley, 12,000 miles (twelve thousand, eight hundred) certified, perfect condition; £1,950 o.n.o.; would consider part exchange.—Metcalfe Engineering, Oak Lane Rd., Leicester. Tel. 32363. [C7030]

1954 Bentley R type saloon, finished in metallic grey with red hide upholstery, one owner, exceptional condition; £2,950.—Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353. [C709]

1953 Bentley R-type special, coachwork by Free stone & Webb, genuine mileage 23,000, one owner, black, beige upholstery, new tyres, indistinguishable from new taxed; fuller particulars on application.—[C7029]

£2295 —1953 (July) Bentley R-type TN series, 2½-tonne, black/ivory, beige leather, an outstanding one-owner car, Bentley maintained, guarantee; part exchange wanted.—[C7029]

1952 large bore Bentley standard steel saloon, excellent tyres, mileage only 49,000, this car is probably the cleanest and best kept example in the country; £1,975.—[C7029]

R. S. MEAD (SALES), Ltd., 42 Queen St., Maidenhead. [C2011]

1953 Bentley Mk. VI Countryman by H. Radford, fully equipped, low mileage, duo-black/green.—Brooklands 103, New Bond St., London, W.1. Mayfair 8851. Showrooms open until 7 p.m. Saturdays 6 p.m. [C7029]

G & M ALFREDS (1936), Ltd. —1955 Bentley 3½-litre drop head four-seater coupe by Gurney Nutting, elegantly aligned, one owner since 1936, superb throughout.—6-7 Warren St., W.1. Euston 3268. [C1005]

295 tons —Bentley 1935 3½-litre sports saloon, 1½-ton sliding head, brown leather, heater, carefully used; choice of 2: terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1954 Bentley R type with automatic gears, grey and silver with grey hide upholstery, total mileage 20,000, full history, very good, interior immaculate; £3,150.—Jack Smith, 23, Bruton Place, Mayfair 0661-2. [C4082]

R. OME & YOUNG, Ltd., offer 1954 (July) Bentley R Mark VI automatic saloon, 30,000 miles only, one owner, colours, indistinguishable from new; £2,975.—35-49, Stamford Ave., Streatham Hill, W.3. Tel. Streatham Hill Station, Tulse Hill 6464. [C3037]

1938 Bentley 4½-litre 2-door, 2-seater coupe, fixed head, body by Windovers, chassis No. B.181, KU, one private country gentleman since new, full history available; £1,200.—Windovers' Garage, Dept. Ed. Tel. 25-4509. [C6896]

MAYFAIR GARAGES, Ltd. —April, 1957, 4½ Park Ward 4-door sliding head saloon, cream & black, excellent tyres, recent Bentley history extract available, outstanding condition; £245.—Balderston St. (opp. Sefton's clock), W.1. Tel. 9105. [C709]

BENTLEY —1955 (July) standard R type saloon, finished in velvet green with grey leather upholstery, one owner, 38,000 miles, beautifully maintained by official retailers who supplied the car; £2,300.—Harry Smith, 22, Devonshire Place, Mews, London, W.1. Welbeck 5264. [C5002]

1953 Bentley R type, a superb one owner vehicle, magnificently cellulosed in silver and black, expensive leopard skin seat covers, the whole vehicle is absolutely immaculate and unmarked; terms, rental plan with a third deposit payable over three years arranged, trade enquiries with an exchange invited; price £2,750.—[C7029]

BEVERLEY MOTOR MART, Ltd., Wilbert Lane, Beverley. Tel. Beverley 81224. [C6832]

BENTLEY (PRE 1931), BENTALLS, Ltd.

1927 Red Label Bentley; £350.—Kingston-on-Thames. Kingston 1001. [C1095]

Bentley Cars Wanted

CAR MART, Ltd. official retailers, are anxious to purchase Bentley cars and will pay attractive prices for them in exceptional condition.—[C495]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C6832/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WE will buy or part exchange your Bentley for a new one.—Loxham's, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C6836/R]

Bentley Cars Wanted

BENTLEY MK. VI saloon wanted, must be in perfect order.—Adams 37, Heathfield Rd., Gateshead-on-Tyne, S. Tel. 75532. [C630]

DUNCAN HAMILTON & Co. urgently require post-war Bentley.—35, High Rd., Byfleet, Surrey. Blyfleet 3101. [W1091]

1947 4½-litre saloon, price under £850.—Holgate, 24, Northway, Maghull, Liverpool. Maghull 456. [C6873]

TOP price paid for good Bentley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [C6873]

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—569, Euston Rd., London, Euston 4466 (12 lines). [C62023]

JACK OLDFIELD & Co. (MOTORS), Ltd., purchase good used Bentley, Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [C6873]

WEYBRIDGE AUTOMOBILES, Ltd., official restorers; attractive prices paid for low-mileage post-war Bentley cars.—Queen's Rd., Weybridge. Tel. 0540/R. [C6223]

Bentley Spares and Service

A SERVICE unequalled.

SO OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

SCOACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R]

CHARLES FOLLETT, Ltd., officially appointed restorers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [C693/R]

JACK OLDFIELD & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations 84-90, Holland Park Ave., Kensington. Park 9077.

All spares and replacements for pre-war Rolls Royce.—Compston 58, Weston St., Crystal Palace. Tel. Livingstone 3362. [C690/R]

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

RAYMOND WAY OF KILBURN. [C6827/R]

B.M.W. ISETTA

B.M.W. Isetta, choice of 2, one blue, one red; £245 and £265 respectively.—V. & P. Monaco Motors, 6, Alwood Mews, Bayswater Rd., S.W.1. Tel. Gloucester 4414. [C686/R]

BORGWARD

1955 Isabell, 15,000 miles, very well maintained; £225. [C6823]

TAYLOR & CRAWLEY, 35, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4056]

BORGWARD diesel wanted; particulars to Watt.—The Laurels, Whitchurch, Glamorgan. [C695]

1957 Borgward TS75, new; £1,385.—Swannmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth. Garage, Ltd., Southbourne 4334. [C4024]

Borgward Cars Wanted

PRIVATE purchaser requires Borgward T/S, 1956-57, very small mileage, full details.—Box 5255. [C6828]

BRISTOL

1953 Bristol Type 403, one owner, extremely well maintained; £1,395. [C6823]

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881. [C4056]

BRISTOL 400 1943, only 40,000, one owner; £580.—Pearson-Rogers, 25, Savile Row. Regent 7080. [T708]

BRISTOL 400 1943, only 40,000, one owner; £580.—Pearson-Rogers, 25, Savile Row. Regent 7080. [C6823]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—50, Piccadilly, W.1. Grosvenor 6141. [C6823]

BRISTOL 2-litre low streamlined Fibreglass sports saloon, registered September, 1950; £650; exchanges.—O.K.-Autos, 12, Jamaica St., Bristol. [C2382]

1951 (July) Bristol 401 saloon, one owner, 21,000 miles only, heather grey, radio, heater, family car.—£1,000.—Tel. 4202, Philip Foster, 106, High St., Uskbridge. Tel. 4202. [T708]

1953 Bristol 403 saloon, dark metallic green, with beige upholstery, radio, heater, loose covers, etc., 30,000 miles, full works history, perfect appearance.—£1,245. [C6823]

1953 (Aug.) Bristol 401, with all 403 modifications, 26,000 miles only, full works history, a perfect specimen, colour maroon; £1,150. [C6823]

CLAYTON'S CARS (LONDON), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050]

BRISTOL 400 saloon, 1948, £650; exchanges.—O.K.-Autos, 12, Jamaica St., Bristol. [C2382]

Bristol finished in maroon with beige interior, 8.50 engine, heater, radio, excellent condition, would exchange for XK120 or similar.—Box 5276. [C6823]

1951 (Aug.) Bristol 401 saloon, heather grey, 4,000 miles, radio, heater, clean and fully maintained by enthusiast, private sale; £895; terms arranged.—29, Firfield Rd., Addlestone, Surrey. [T7013]

CHARLES CRICKSHANK MOTORS, The Centre, Bristol. Tel. 25220. Bristol distributor for Which? and Daily Mirror. Trade enquires welcome. Brochure by return. Demonstrations arranged by appointment. A selection of used Brisolts always available covered by our guarantee. Confidential out-of-income facilities available. [C6743/R]

BRISTOL

1953 Bristol type 403 saloon, radio, heater, screen wash, side drums, owned and maintained throughout, Bristol green, beige hide upholstery; £1,325 o.n.o.—Holder, Central Garage, Congresbury, Nr. Bristol. Tel. Yatton 2123. [C6870]

ANTHONY CROOK offer Bristol 405 drop head coupe, this car is equally suitable for summer or winter use, having a magnificently constructed hood mechanism, over 100mph, 115mph in overdrive 26mpg at 60mph, the most coveted Bristol model offered; nearly £2,000 below list price; £2,700; other cars in stock include 400, 401, 402, 403, 405; distributing distributors since the car's origin.—Anthony Crook, High St., Essex 4390. Surrey. [C1063]

Bristol Cars Wanted

J. H. BARTLETT will pay more for good 400, 401, 403 and 404 Bristol.—27, Pembroke Villas, W.11. [W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TOP price paid for good Bristol.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [C6870]

B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [C1044/R]

BUGATTI

GENUINE vintage Bugatti saloon, 35hp, in exceptional condition; recently rebuilt; £280.—J. Lemon Burton, Edgware Rd., N.W.3. Gladstone 7677. [C6810/R]

BUCK 1935, 3½ type 57 Corsica tourer, ex-Hampshire, present proprie, garage proprietor, completely overhauled in 1960; condition; full details and photo; £250.—Bowman's Garage, Weybridge, Tel. 3265. [C6788]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonstide Rd., Kilburn, N.W.6. Gladstone 7677. [C0071/R]

BUICK

SIMPSON'S offer:—

1952 Buick Special 2-door saloon, r. & h. signals. [C6823]

1950 Buick Special, r. & h. all extras. [C6823]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 3691/3903. [C4015]

1949 Buick, r.h.d., excellent condition; £495. [C6823]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 3676/7779. [C4016]

1950 Buick convertible, whitewall tubeless tyres, most beautiful condition, one owner; £925.—Portside Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube station. Tel. 9661. [C6143]

1956 power steering, power brakes, radio, heater, unregistered, at reduced price. [C6143]

LENDRUM & HARTMAN, Ltd., Buck House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C6810]

1950 Buick Riviera, r.h.d., 4-door saloon, black, luxury equipment, maintained by concessionaires in immaculate condition. [C6823]

WEST STREET MOTORS (LONDON), Ltd., 66, West Street, London Rd., Tooting Junction, S.W.17. Mitcham 5281-2-3. [C4097]

1953 Buick hydraulic 4-door saloon, radio and whitewall tubeless tyres, most beautiful condition, one owner; £925.—Portside Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube station. Tel. 9661. [C6143]

1929 Viceroy, r.h.d., black saloon, with brown leather, heater, radio, steering column change, six good tyres, superb car inside and out; this is the pre-war American for which you have been looking; £245; terms and exchange.—Oscar Moore, 204, Ballards Lane, E.15. Finchley 2920. [C625]

Buick Cars Wanted

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Elgar 7911. [C6823]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., 142, Buck House, Buck Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C6823]

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

THE exclusive Eldorado Berlinette, 1956, 2,500 miles only; in silver/grey. [C6823]

ALSO: 1955 Cadillac Special hard top coupe, power steering, power brakes, 2-way power seat, Hydramatic transmission, £1,250; 1956 Eldorado, £1,500; the most impressive car finished in dark green and ivory. [C6823]

1954 Cadillac 4-door saloon, black, 12,000 miles. [C5092]

ALSO Cadillac convertible, ohv engine, electrically operated hood and windows, Hydramatic drive. [C5092]

JOE THOMPSON (MOTORS), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C4028]

1953 Cadillac 62, power steering, radio, heater, loose covers, electronic eye, absolutely as new. [C6823]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 3676/7779. [C4016]

1955 Cadillac 62, 5,300 miles on radio, power steering, loose covers, etc., £2,850.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. [C5092]

1950 Cadillac saloon, a most outstanding and attractive car, light and drive in two tone, automatic gear change, the whole vehicle is immaculate, trade enquiries with exchanges invited, hire purchase arranged; price £1,195. [C6823]

BEVERLEY MOTOR MART, Ltd., Wilbert Lane, Beverley. Tel. Beverley 81224. [C6832]

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs 91-95, Fulham Rd., S.W.3. Kensington 4858-9. [C6823]

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Park 7121. [C6823]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC sole concessionaires, Lendrum and Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C1012/R]

CHEVROLET

SIMPSON'S offer:-

1953 Chevrolet drop head convertible, r. & h., a/c, air extras. [C1013/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 6691/3905.

1953 Chevrolet, radio, heater, excellent condition; £775. [C1015]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C1016]

1951 Chevrolet Powerglide, radio, heater, out-standing condition; £595. [C1017]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C1018]

1950 Chevrolet convertible, radio, heater, power operated hood, excellent condition; £565. [C1019]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C1016]

1955 r.h.d. Chevrolet Bel-Air, many extras, low mileage, as new; offers: Dartford 5030. [C1020]

1952 Chevrolet, de luxe, r.h.d., r. and h.; £650. private owner.—Merrist Wood, Worplestone, Surrey. Tel. 103. [C1021]

Chevrolet Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicestershire Sq. Tube Stn.), London, W.C.2. Temple Bar 5356. [C1022/R]

CHEVROLET Spares and Service

CHEVROLET distributors, spare parts, cars and trucks.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Ipswich 81795. [C1023/R]

CHEVROLET—Concessionaires for the United Kingdom, hold good stock of spares, same day service. B. & C. Concessions, Ltd., 124, St. Martin's Lane, London, W.C.2. Temple Bar 5356. [C1024/R]

Chevrolet Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belize Rd., Swiss Cottage, N.W.6. Tel. 5555/2155. [C1025/R]

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models exchange reconditioned units in stock.—59-65, Belize Rd., N.W.6. Tel. 5555/2155. [C1026/R]

CITROEN

G.E. (late) Citroen Light 15 big boot 4-door

1954 saloon, one owner, total recorded mileage 17,248 but looking more like 5,000 miles only, absolutely immaculate iridescent red gel cellulose, glittering chrome, matching upholstery and accessories in superb condition with highly polished woodwork, equipped two headrests, tonneau selected belt, double-dipped headlights, Lucas flammethrower, badge bar, overriders, sun visors, etc., mechanically superb, manual advance/retard ignition, spotlessly clean engine, extremely fast; just fitted new tyres, checked and serviced throughout, in our opinion the best looking car we have ever handled, written guarantee; 575 guineas; hire purchase exchanges.—Geoffrey Edwards, Ltd., Amersham Lane, Harpenden, Herts. Harpenden 118. [C2000]

C.N.K. MOTORS offer:-

1952 Citroen Light 15 saloon, de luxe, sunset grey.

1952 red hide, sun roof, loose covers, screen washers, good tyres, interior is indistinguishable from new, paintwork brilliant and without blemish and mechanically above average, offered with 3 months written guarantee; £435. [C1027]

C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1028]

HARRY DAVIES CAR SALES offer:-

1948 Citroen Light 15 saloon, excellent condition, special offer at £275; terms part exchanges.

1955 Citroen 2 C.V. saloon, 60 mpg in perfect comfort; just resprayed, silver and chrome, £415; terms, part exchange, £120/132. Manor Park Rd., Harrow, Middx. Tel. Eiger 2707. [C1117]

1950 (November) Citroen 6, excellent condition; £335. [C1029]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C1016/2]

1946 Citroen Light 15, very good condition, bar-gain; £239. [C1030]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C1016]

A CLAND & TAYLOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3. offers:-

1951 Citroen Light 15, finished grey, radio, many extras, excellent condition throughout; £495. [C1001]

1950 Citroen Light 15, green, twin carbs, exceptional condition; £325. [C1024]

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C1030]

1949 Light 15, immaculate condition, recent overhaul; £255.—Add. 4406. [C1021]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Soc. Div'n off.—

1948 Citroen; £295.-355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C1019]

LIVERPOOL and district main agents offer the new DS19 saloon.—Liggett's Garage, Aintree. Tel. 2935/36. [C1020]

1950 Citroen Light 15, black/beige, excellent condition; £325. K. N. Rudd, Ltd., 41, High St., Worthing 7775/4. [C1025]

1951 Light 15 saloon, an exceptional specimen; £370; terms, exchanges.—Serie, Ltd., 14, Bridge Rd., Chertsey 2389. [C1026]

1949 (July) Light 15, black, sunshine roof; £300. Alpine Bushway Garages, High Rd., Bushy Heath 3289. [C1019]

1951 (11) Citroen Light 15 saloon, 1951 model (late £395 1950 delivery), black, brown hide interior, heater, wing mirrors, first class condition throughout. **CAMDEN MOTORS**, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. [C1035]

CITROEN

1952 Light 15 saloon, one owner from new, colour silver grey with red hide, fitted Citroen-type heater; now offered at the attractive price of £365. [C1027]

B. & K. THOMAS, Ltd., 17/21, Loughborough Rd., West Bridgford, Nottingham. Tel. 82121. [C1028]

1950 (Model) Citroen Light 15 de luxe saloon maroon, heater recommended; £350; exchanges, terms.—Bray Motors, 180-184, West [C1026]

2-CV Suv. Pickup; £275; Citroen Big Six saloon, 1950 engine, just overhauled, new carburetor, etc., good appearance; £350.—Liggett's Garage, Aintree. Tel. 2935/36. [C1027]

1951 (May) Citroen Light 15, grey, good condition and appearance, new Michelin X tyres all round, new drive shafts; £345.—Gatobury Bros., Ltd., Colindale Garage, Shrewsbury. [C1025]

1952 Citroen 6 sunroof, one owner, sunroof grey, Smith's heater, loose covers, immaculate condition, taxed; £625.—Bowers Road Garage, Bowers Rd. (North Circular Rd.), N.11. Bowers Park 2284/5/6. [C1026]

£395 1951 Citroen 15, 1951, beautifully maintained, many extras, excellent tyres choice; two many others; we welcome A.A. & G. extras; hire purchase, exchanges, existing h.p. &c. settled. [C1027]

BENMOTORS, 1, Clarendon Rd., W.11. (50 yds. Holland Park Lane). Tel. Park 5067-7 and 2971. [C1021]

C. G. NORMAN & CO. Citroen sole distributors for the County of London; service, spares and replacement units fully guaranteed, used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 21. [C1027]

1950 Citroen Light 15 de luxe saloon, nice condition throughout, finished in black, grey, hide upholstery, any examination welcomed; £299 or £150 down, balance 24 months.—Call, Elliotts Motors, 34/36, Upper Green East, Mitcham Common, Surrey. Tel. Mitcham 3833. [C1028]

Citroen Spares and Service

THE CITROEN BUYERS, Serie, Ltd., 14, Bridge Rd., Chertsey 2389. [C1026]

R. OWLAND SMITH's, the Car Buyers.—Highgate 50469 prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [C1027/R]

LEX GARAGES, Ltd., Ace Corner.—Consult the North Circular Rd., N.W.10. Tel. 5585. [C1027/R]

C.N.K. MOTORS are very good buyers of specimen Citroens; we particularly require several Light 15's 1950 onwards; 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1028]

Citroen Spares and Service

L.G. FOR good and quick service in Central London for your Citroen, consult Lorraine Garage and ask for Mr. Hammond.—29-30, Elstaston Mews, Queen's Gate, N.W.7. Knightsbridge 9794. [S1086]

SOUTH OF THE THAMES.

BALLES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3151-2. [C1027]

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Bromington Rd., S.W.3. Ken. 9464. [C1027]

SPARES AND SERVICE: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5490). [C1027/R]

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., E.1 (Bowes 2282); specialists on Citroen body repairs and mechanical overhauls, twelve month reconditioned 48 hrs.; all spares stocked. [C1028]

Citroen Spares and Service

DAIMLER

A1 at Brown's.

1940 (May) Daimler 2½-litre saloon, beautifully kept and maintained by titled owner, 84,000 miles only, praiseworthy condition and in an amazing condition throughout; must be seen to be believed; 3 months' written guarantee; unpredictable at £320. [C1029]

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Tel. 224-2. [C1025]

DENHAM for Daimler

A1 always a selection of new and good used cars available.

DENHAM'S GARAGE (ESHER). Ltd. Tel. 2021 Fisher, Surrey. [C1021]

GUY SALMON AUTOMOBILES offer:-

1955 (Aug.) Daimler 4½-litre 4-light sportsman's saloon, 8,000 miles only, quite as new, cost £3,000 offered at £2,150. [C1028]

1956 (March) Daimler Conquest Century saloon, 4,900 miles only, black and silver grey/grey leather, a virtually brand new car at a substantial saving under current list; offered at £1,285. [C1029]

1955 (May) Daimler Conquest Century power operated convertible, four-seater coupe, ivory/red leather, H.M.V. radio, 5,000 miles, one gear box, £1,225.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2. [C4001]

STRATSTONE, Ltd., Daimler distributors

DAIMLER 3½-litre Regency saloon (1955), silver grey, red leather; £1,750. [C1024]

DAIMLER convertible 4-seater coupe (1955), silver grey, red leather, one owner, 9,000 miles; £2,125. [C1025]

DAIMLER 2½-litre roadster (1955), powder blue, blue leather; £1,195. [C1026]

DAIMLER 2½-litre special sports coupe (1951), grey, red leather; £975. [C1027]

STRATSTONE, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.)

DENHAMS GARAGE (ESHER), Ltd. offer:-

1952 Daimler Empress saloon by Hooper, superb, one owner, example, fitted with a breathtaking stream-lined fixed head coupe, £1,750. [C1021]

CHARLES FOLLETT, Ltd., official Daimler agents, offer:-

1956 Daimler Conquest Century 4-seater drop head coupe, power operated head and windows, green beige hood and upholstery, one owner, 3 months' guarantee, speedo reading 7,800; £1,395. [C1020]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 5266. [C1021]

SERVICE, Works & Stores: Barnsley Yard, of Elgin Avenue, W.9. Cunningham 5236. [C1020]

DAIMLER—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20031. [C1021]

DAIMLER

CASS'S MOTOR MART.—1954 Daimler Conquest saloon, black, red hide, genuine 22,000 miles, unblemished, one owner; £695, written guarantee. [C1040]

1955 Daimler Conquest Century saloon, black with red leather upholstery, fitted H.M.V. radio, in excellent condition; £950.—Coventry & Jeffs, Ltd., Brislington, I. Te. 20041. [C1021]

1955 Daimler drop head, maroon/beige, low mileage, power hood, heater, radio; £1,200.—Lawley, 103, New Bond St., London, W.1. Mayfair 8851. [C1021]

1951 Daimler Consort, blue, owned by B.A. director since new, in first class condition throughout; £645.—Luxury (Cowley), Ltd., 217, Cowley Rd., Oxford, Te. 3322. [C1022]

1955 (March) Daimler Century saloon, radio, £500 miles; £1,250. 4 months written guarantee. [C1023]

£595!!—1952 Daimler Consort de luxe saloon, 18,000, vehicle like brand new, unmarked bodywork, mechanically unsatisfactory, one owner of course. [C1024]

Established 1897, 100 years old—reputable cars; exchanges, hire purchase. [C1025]

£423, High Rd., Finchley 6222. [C1025]

1950 o.n.o.—1954 Daimler 15 aluminium P.H. coupe, recent rewire, rebrake, decore, new halfharts, hubs, valves, tyres, radiator, exceptional condition. [C1026]

1955 Daimler Consort, maroon and silver with red leather upholstery, 9,000 miles only, fitted radio with twin speakers, Rim Embellishers, whole car immaculate; £1,095.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C1027]

1953 Daimler Conquest, one owner and always driven, low mileage, many extras; £745.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 8326. [C1028]

1955 (Aug.) Daimler Regency silver/grey/white, 1950, 4,000 miles, radio, many extras; £1,700. [C1029]

1952 Daimler Barker special sports convertible, in two-toned grey with red hide upholstery, costing over £2,500 when new this is an example of British craftsmanship at its best, fitted with water cooler, screen washer, extra mirror, finished in metallic green with beige leather upholstery; this car is in magnificent condition throughout, all chromium plate unblemished, cellulose unmarked, interior hardly soiled, low mileage, tyres show very little wear, this car must be seen to be believed; £895.—Spicer, 10, Gloucester Place, W.1. Tel. 2885-6; terms and part exchanges arranged. [C1028]

425 guineas—Daimler 2½-litre Barker special sports, choice of 21 terms, exchanges; list; open 9-7 week days. [C1028]

1952 Daimler 2½-litre Barker special sports convertible, in two-toned grey with red hide upholstery, costing over £2,500 when new this is an example of British craftsmanship at its best, fitted with water cooler, screen washer, extra mirror, finished in metallic green with beige leather upholstery; this car is in magnificent condition throughout, all chromium plate unblemished, cellulose unmarked, interior hardly soiled, low mileage, tyres show very little wear, this car must be seen to be believed; £895.—Spicer, 10, Gloucester Place, W.1. Tel. 2885-6; terms and part exchanges arranged. [C1028]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DELLOW

DELLOW-FORD 10 M.C. I. rebuilt and re-registered 1955, particularly fine example: £250; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 1633.

DE SOTO

SIMPSON'S offer
1951 De Soto shooting brake, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8991/5905.

AUTOSALES (LONDON), Ltd.

1951 De Soto de luxe saloon, r.h.d., radio, heater, 3,000 miles; also new: £925.—Belvoir Rd., N.W.6. Maida Vale 5555/2153.

1954 De Soto Firelane. See under "Postwar cars" in the American Car Section. [C5105]

D.K.W.

D.K.W. 1938 fixed head saloon, re-upholstered and in wonderful condition: £165.—

D.K.W. & M. Garages, Ltd., for D.K.W. cars; genuine spares; repairs and overhauls; terms, exchanges, etc.—42a, St. Michael St., Paddington 6877.

J. H. BARTLETT—D.K.W. Sonderklasse saloon, one owner, reduced to £625.—27, Pembridge Villas, W.11.

DODGE

1953 (August) Dodge V8 saloon, Gyro, Torque automatic gear box, radio, heater, many extras, small mileage, suitable at £950.—34, Norfolk Ave., Cleveleys, Lancashire. [6823]

DYNA-PANHARD

1951 750cc 4-door cabriolet, 50 m.p.g., overdrive, new, must be seen: £450.—Swiss Cottage 2161, Primrose 4595.

FIAT

H. C. PAUL, Ltd.

1955 Fiat 600 saloon, grey, mileage 9,000, one owner: £495—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.

BRADSTOCK MOTORS, Ltd. offer:—

1954 (Dec.) Fiat 1100, radio, heater, spot taxed, low mileage, immaculate: £825.—Chase Rd., Epsom 5696-7; also 454-456, London Rd., North Cheam, Surrey. Tel. Fairlands 5285.

WOKING MOTORS, Mercedes distributors.

1900 Fiat saloon, 8,000 miles, one titled owner, gear box and traffic clutch, Weber carbs, radio, heater, whitewall tyres, December '53/4, cost £2,000; accept £895.—Maybury Hill, Woking 4277-8.

1956 Fiat 1100, works mileage only: £795.

1955 Fiat 600, pearl grey, as new, 8,000 miles: £495.

THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford. Guildford 6722-8.

COOMES & SONS (GUILDFORD), Ltd. offer:—

Fiat 1100 TV, finished in two-tone grey and blue, 1955 model, one owner, low mileage car: £765.

COOMES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6200-7.

C. V. RUSHMER AUTOMOBILES, official Fiat agents for Fiat 1100, 1300, 1500, 1600, 1800, 2100, 2300, 2600, 2800, 3000, 3200, 3400, 3600, 3800, 4000, 4200, 4400, 4600, 4800, 5000, 5200, 5400, 5600, 5800, 6000, 6200, 6400, 6600, 6800, 7000, 7200, 7400, 7600, 7800, 8000, 8200, 8400, 8600, 8800, 9000, 9200, 9400, 9600, 9800, 10000, 10200, 10400, 10600, 10800, 11000, 11200, 11400, 11600, 11800, 12000, 12200, 12400, 12600, 12800, 13000, 13200, 13400, 13600, 13800, 14000, 14200, 14400, 14600, 14800, 15000, 15200, 15400, 15600, 15800, 16000, 16200, 16400, 16600, 16800, 17000, 17200, 17400, 17600, 17800, 18000, 18200, 18400, 18600, 18800, 19000, 19200, 19400, 19600, 19800, 20000, 20200, 20400, 20600, 20800, 21000, 21200, 21400, 21600, 21800, 22000, 22200, 22400, 22600, 22800, 23000, 23200, 23400, 23600, 23800, 24000, 24200, 24400, 24600, 24800, 25000, 25200, 25400, 25600, 25800, 26000, 26200, 26400, 26600, 26800, 27000, 27200, 27400, 27600, 27800, 28000, 28200, 28400, 28600, 28800, 29000, 29200, 29400, 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD TEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-
1954 Ford 10. 4 door saloon, heater, washers, spotlights, £395—£355. High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., offer for your Ford 10.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15. [C1079/R]

FORD ESCORT

1956 Ford Escort, 9,000 miles, genuine, heater, wing mirror, £525. T. F. Green, Ltd., 1416, High Rd., N.W.1. Hillside 7741. [C6935]

FORD SQUIRE

TANKARD & SMITH Ltd., offer 1956 Ford Squire, green/red, one owner, 6,000, heater, wing mirrors, £610; three months' written guarantee—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

1956 (late) Ford Squire de luxe, total recorded mileage 7,000, suede green, green leather, heater, demisters, perfect example, cost new £700; offered at 555 miles with written guarantee; h.p. exchanges—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000]

FORD PREFECT

WHAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:-
1955 Prefect saloon, fawn with red upholstery, heater, one owner, excellent condition; £510; our hire purchase terms are now 5% for 12 months. [C3042]

G. S. HALL offer:-

1957 Prefect saloons, why secondhand? Choice of colours from stock; part exchanges welcomed—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available. Tel. Harrow 4282/9140 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C1010/R]

PHILIP RICKARDS, Ltd., offer:-

1955 (August) Ford Prefect saloon, fawn/red heater, 9,700 miles; part exchange, deferred terms—4, Brixton Rd., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

HARRY DAVIES CAR SALES offer:-

1948 Prefect saloon, beige with brown leather upholstery, excellent condition throughout, bar gain; £155; terms arranged—128-132, Manor Park Rd., Harlesden, London, N.W.10. Edgar 2707. [C1117]

EML AUTOSALES (MORDEN), offer:-

1953 Ford Prefect, black with leather interior, recon. unit, one owner, extremely clean and attractive example; £365—£38—Abbotsbury Rd., Morden, Mitcham 7122. [C2087]

BROADWAY MOTORS, Hounslow, offer:-

£475!—1955 Ford Prefect, black, red interior, 10,000 miles only, one owner, perfect throughout; trade inquiries invited—Hounslow Rd., Hounslow (2 mins. Hounslow East Tube), Middx. [C075/9309]

A LLAN TAYLOR (MOTORS), Ltd., offer:-

1955 Ford Prefect, 12,000 miles, colour black, £525. [C525]

HIGH ST. Wandsworth, S.W.18. Tel. Vandyke 7222. [C6341]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Prefects always available; phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

C LARKE & SIMPSON, Ltd., Ford retail dealers. offer:-

1955 (September) Prefect, black/red, heater, one owner, choice of from £425—£450. Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

49 Ford Prefect, 12,000 miles, colour black, £525. [C525]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1956 Ford Prefect de luxe, heater, very low mileage, £295—£305. [C525]

1947 Ford Prefect; £235—£355. High Rd., Middx. [C4015]

1956 Ford Prefect, saloon, grey, one owner; £585. [C3028]

1956 (August) Ford Prefect saloon, fawn/red, 2,000 miles only, taxed £575—£590. [C525]

1955 Ford Prefect, one owner, taxed, excellent condition throughout, 3 months' guarantee; £520. Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

1955 model (November '54) Ford Prefect saloon, heater, one owner, very good order; £435. [C525]

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.5. Finchley 6236 (5 lines). [C7081]

1954 Ford Prefect saloon, fitted heater, kept in excellent order; £475. [C525]

1955 Ford Prefect, saloon, heater, low mileage; £435. [C525]

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2006]

1957 Ford Prefect and Anglia de luxe saloons, heater, date from 1937/2. [C5025]

RICOH LTD., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

1955 Prefect saloon, heater, one owner, low mileage, guaranteed; £475; also

1955 Ford Prefect and Anglia de luxe saloons, heater, guaranteed; £335. [C5025]

PALMERS 3, Russell Garden Mews, Kensington, W.14. Park 9708 and 5986. [C3051]

1955 model Ford Prefect de luxe, heater, excellent condition, guaranteed; £495—£510. Coxeter & Co., Ltd., Oxford 227-6. [C6935]

1955!—1954 Ford Prefect, leather, taxed, excellent condition; terms.—Autosnipe, 5, Balham 1508. [C1009]

FORD PREFECT

1955 (Dec., 1954) Ford Prefect, low mileage, immaculate condition; £475—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0014. [C4004]

1953 Ford Prefect, black, fitted with heater and many other extras, in very excep. condition; Ford Al plan warranty; £365. [C525]

BRENT GARDEN GARAGE Ford Distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. [C1097]

FORD CONSUL

WOOD & LAMBERT, Ltd., Main Dealers.

1955 Consul convertible, ivory, heater, most attractive; £645. [C525]

1955 Consul saloon, Dorchester grey, heater, carefully used; £545. [C525]

1953 Consul saloon, black, heater, well kept; £430. [C525]

49 Stamford Hill, N.16. Sta. 3434. [C1065]

ENGINES RECONDITIONED, Ltd., offer:-

1952 Ford Consul, black with red upholstery, taxied, heater; £375—£335. Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

BROADWAY MOTORS, HOUNSLAW, offer:-

£745!!—1956 Mark II Consul saloon, Corfe grey, unblown—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175. 9309. [C1113]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Consuls always available; phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

TANKARD & SMITH, Ltd. (TOTENHAM), offer:-

1954 Ford Consul saloon, one owner new engine just fitted, black, red upholstery, heater, in excellent condition; £495. [C525]

1953 Ford Consul saloon, fawn, red leather, heater, unblown; £475—£226, High Rd., London, N.12. Tel. 0314. [C1065]

NEW CROSS CAR MART, Ltd., Ford dealers, offer:-

1954 Consul, 19,000 miles, one careful owner, heater taxed; £495—£71, Lewisham. [C1064]

1957 Ford Consul Mk. II, sarum blue, heater, list E.14. Tel. 2908. [C525]

1956 Ford Consul convertible coupe, radio, heater, one owner, 11,000 miles, Ripon condition; £665. [C525]

1955 Ford Consul saloon, one owner, heater, fawn/red, taxied, immaculate; £585. [C525]

RICOH LTD., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C5052]

1954 Ford Consul, both superb condition; £425—£395. Tel. Luton 4212. [C5052]

1956 Ford Consul Mark II saloon, 8,000 miles, heater, immaculate; £695; exchanges terms. [C525]

MILLHALL SERVICE, 55, South Edwars Sq. (near Kensington High St.), S.W.1. Western 4351. [C525]

1956 Mark II Consul, ivory with ivory and red upholstery, 250 miles only, extras, cost £925; accept £780; taxed. [C525]

GOVE, Manzard House, Downham, Billericay, Essex. Tel. Ramsden Heath 276. [C1064]

ALEXANDER LAYSTALL Hi-power conversions for Consul, aero, etc.; amazing improved performance and economy; send for data sheets and road tests. [C525]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

PRIDE & CLARKE—1955 Ford Consul saloons, low mileage, heater, from £425—Stockwell Rd., S.W.1. Tel. Brixton 2251. [C5069]

FORD Consul saloons, latest type, delivery miles, £665. [C525]

FORD-AUTOWORK, Ltd., Southgate St., Winchester. Tel. 4965. [C525]

1955 Ford Consul, 9,000 miles only, radio, heater, as new £500—Regent Lion Group, 26, Queensway, W.2. Bayswater 030. [C511]

1955 Ford Consul drop head, very low mileage, heater, leather, drop top, choice of 2 from £625. [C525]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

1956 Ford Consul Mark II saloon, low mileage; £725—£750. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Conndale 5185. [C5096]

AZ MOTORS offer a most attractive 1954 (May) Consul, heater, loose covers, open any examination; £475—Palmerston Rd., N.W.6. Tel. 4723. [C1011]

1953 Ford Consul saloon, black, red leather, heater, had £30 spent on it last Feb., including replacement of headlight sound, immaculate car; £430. [C525]

VICTORY GARAGE, Primrose Gdns., London, N.W.3. Tel. Primrose 2242. [C525]

Series Ford Consul saloon, black, with leather, heater, completely as new; £510—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3848. [C525]

1955 Consul saloon, heater, one owner, low mileage, guaranteed; £535, exchange and terms. [C525]

Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9708 and 5968. [C5034]

1956 Ford Consul Mk. II, heater, Undersel, 6,000 miles, outstanding condition; £735—Harvey Hindson, Ltd., High Rd., South Woodford, E.18. [C525]

!!! 1949—Genuine 1955 Consul saloon, with many extras and in almost new condition, any test welcomed—135, High St. South, East Ham, E.6. Tel. Gra. 2530. [C525]

1954 (Sept.) Ford Consul, one owner since 1952, super-tuned with high compression cylinder head, etc., terrific performance; £495—Jennings, Richmond 3368. [C525]

1956 Consul Mark I, low mileage, Dorchester grey, red leather, heater, as new; £595—Powers Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Ham. 9661. [C511]

8000 miles!! 1956 (Feb.) Ford Consul de luxe, grey, red leather, heater, spare unused, tax year, car has been immaculately maintained by one fastidious owner; £615. [C525]

R. H. T. LTD., 541, Salford, 224, Queen St., Morden, S.15. Tel. Mordenhead 5431-2. [C5011]

Consul Mark II, 4,000 miles, grey, leather, heater many other extras, as brand new; £765—Silverthorne Motors, Ltd., 11, Finsbury Sq., W.1. Tel. Boston 7811. [C4011]

1956 Consul Mk. II saloon, black, heater, 9,000 miles, immaculate; £725—Arnotts Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0151. [C525]

A CHIE SIMONS & Co., Ltd.—1954 Ford Consul saloon, colour green, beige leather upholstery, fitted heater, 16,000 miles only, whole car in practically new condition; £525—£35, Gt. Portland St., W.1. Lan. 1243. [C5011]

1955 Ford Consul convertible, heater, blue with blue interior; £635. [C525]

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [C525]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1954 (April) Ford Consul, green with fawn interior, 26,000 miles, heater, one owner, excellent condition; £495; part exchanges welcomed.—Bradbury of Cricklewood Edgware Rd., N.W.2. [C6218]

1955 (June) Ford Consul, Dorchester grey, red heater, 15,000 very careful miles, next-to-new condition, supplied by us; £565; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274.

1956 (August) Consul Mark II saloon, Warwick green, export extra, carefully run, immaculate condition, taxed end year, one owner, 5,000 miles; £745 or best offer.—75, Riversley Rd., Gloucester. Tel. 23446. [C6446]

Ford Consul Cars Wanted
DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. [W1066]

WHY accept less for your Consul saloon when you can get full value from us?

FEDERAL LTD. OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2005]

A LMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8825.

R OWLAND SMITH'S the Car Buyers.—Highest cash prices for Consulas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD ZEPHYR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer.—

1955 heater, for saloon, mileage 13,000 only, one owner, excellent condition; £595.

1956 fawn upholstery, heater, mileage 5,800, one owner, excellent condition; £825; our hire purchase terms are now 5% for 12 months.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

WM WELBECK MOTORS proudly offer an almost new Ford Zephyr Mark II convertible at a most realistic price.—

1956 black, mileage 5,000, radio, heater, Ocelot loose covers, twin spot lamps, white walls; £995 (nearly £200 under original cost).—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4049]

CAR MART, Ltd.

£445—Ford Zephyr saloon, heater, registered May 1955.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

G S. HALL offer.—

1957 Zephyr saloons, why secondhand? Choice of colour from stock; part exchanges welcomed.—502, King St., Hammersmith, W.5. Riverside 2881. [C2100]

H BEART, Co., Ltd., offer.—

1954 Ford Zephyr saloon, finished Dorchester grey, with red upholstery, fitted loose seat covers; £495.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081]

GUY SALMON AUTOMOBILES offer.—

1955 Ford Zephyr power-operated convertible, leather upholstery, radio and heater; £575. Portsmouth Rd., Thames Ditton. Emberstock 5551-2-3. [C4001]

WOOD & LAMBERT, Ltd., Main Dealers.

1955 Zephyr convertible, Canterbury green, leather, red hide upholstery, power operated top, heater, Arie Bimbells, radio and other extras, 11,000 miles only, first-class condition; £795.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907. [C1057]

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of Al Ford Zephys always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer.—

1954 model Ford Zephyr, heater; £495.—355, High Rd., Wembley, Middx. Tel. Wembley 1951. [C4015]

CLARKE & SIMPSON, Ltd., Ford retail dealers, offer.—

1956 Mark II Zephyr convertible, 800 miles only, registered 5 weeks, Warwick green/leather, heater, power-operated hood, absolutely unmarked, cost £1,165; offered at £1,045. Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

FORD Zephyr saloon (1955), blue; £495.—Stratstone, 49, Ford Street, W.1. Tel. Mayfair 4404. [C4022]

1953 Ford Zephyr, saloon, blue; £450.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1955 heater; £545; choice of 2.

FARNHAM MOTOR CO. Ltd., Downing St., Farnham, Tel. 6151. [C2110]

1956 Ford Zephyr, radio, heater, 7,000 miles, one owner, immaculate car; £655.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent, Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036]

1954 (Nov.) Ford Zephyr convertible, immaculate condition, many extras include new foam covers, power-operated hood, colour blue; £625.

THE ONSLAW MOTOR CO. Ltd., 26, Onslow St., Guildford. Guildford 67227-8. [C3095]

FORD ZEPHYR

ALEXANDER Laystall Hi-power conversions for Zephyr; amazingly improved performance and economy, send for data sheet and road tests.—ALEXANDER ENGINEERING, Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 545. [C1094]

1953 Ford Zephyr saloon, heater, leather, as new throughout; £445.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3848. [C602]

1955 (July) Mark II, blue, one owner, 6,000 miles, excellent; £810.—34, Groom Place, London, S.W.1. Sloane 4709. [T090]

1953 Ford Zephyr, low mileage, one owner; £655.

1957 (September) Ford Zephyr, 2,000 miles, one owner, £635!!!—Ford Zephyr convertible, 1955, black with red leather, small mileage, carefully used, also choose another in mint condition with power top.—ALMERS OF WOOD GREEN (Established 1897), 70 S.W.7, Kensington 2477. [C2052]

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FORD ZODIAC

PHILIP RICKARDS, Ltd., offer:-

1955 (Nov.) Ford Zodiac saloon, grey/green, 6,000 miles, perfect; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.L. Tel. Grosvenor 6772-3. [C3051]

GLANFIELD LAWRENCE, offer:-

1954 (December) Ford Zodiac, green and grey, covers, head, etc.; including Ocelot seat covers, high compression head, etc.; £625.-407, High Rd., Finchley 0091. [C3051]

WOOD & LAMBERT, Ltd., Main Dealers.

1954 (January) Ford Zodiac saloon, grey/blue, very well maintained; £570. [C4093]

49 Stamford Hill, N.16. Sta. 3434. [C4093]

WOODENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of Al Ford Zephys always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [W10

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN FORD

METCALFE & MUNDY, Ltd.
1955 Ford Sunliner convertible, power hood, 23,000 miles, radio and all extras, immaculate.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Tel. 5471/0186-7. [C3064]

1953 Ford Meteor Customline, excellent condition;

COTTA'S, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1952 Ford Customs, 1947 Ford Customs.—See under

"Postwar Cars" in the American Cars section. [C1039]

1951 American Ford V8 de luxe model 4-door sedan, black heater, £225.—J. Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4888. [C4026]

1956 (June) Ford Fairlane 4-door saloon, automatic, r.h.d., radio, heater, 4,000 miles only, indistinguishable from new; £1,695.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721.

ON all matters of sales, spare parts, repairs and service, we are a subsidiary of the American Company—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. [C749/R]

1947 V8 de luxe sedan, immaculate coachwork finished in two-tone grey, radio, heater, a real beauty; £225.—J. Thompson (Motors), Ltd., 204, Blenheim Ave., N.3. Finchley 2920. [C624]

1956 (July) Ford V8 Fairlane 5-passenger country sedan cream duo-green trim, auto transmission, radio, heater, r.h. drive, under 2,000 miles, as new.—Brooklands, 103 New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1029]

FORD MISCELLANEOUS

A CLAND & Tabor, Ltd., Welwyn, Herts, Welwyn, 43-45-2-3, offer:

1955 Ford Zephyr convertible, grey, power hood, heater, many extras, low mileage, perfect condition; £695.

1955 Zodiac, finished two-tone grey, radio, overdrive, many extras, excellent condition throughout; £650. [C1001]

Ford Miscellaneous Cars Wanted

R OYAL SMITH'S THE CAR BUYERS.—Highest cash prices paid for Fords.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TOP price paid for good Ford.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

WANTED, 1954 model Ford Zephyr or Zodiac, with cut heater, state mileage, condition and price to—Maxwell's, "Bromleywood," Southorne Ave., Emsworth (2529), Hants. [6874]

Ford Spares and Services

N ORMAND, Ltd., The best service only; highly skilled mechanics with efficient supervision.

N ORMAND, Ltd., 406-9, King St., W.6. Tel. 3665. [C225]

A LLAN TAYLOR (MOTORS), Ltd.,

H IGH St., Wandsworth, S.W.18.

M AIN Ford dealers.

L ARGE stock of genuine Ford parts.

V ANDYKE 7222 (5 lines).

F RANCIS G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares. [C093/R]

WE have one of the biggest stocks of Enfield spares in the country from model A, V8, W.D. types and tracing to the current models; Ford reconditioned engines, Enfield accessories, etc.

W. J. REYNOLDS (MOTORS), Ltd., Main Ford Dealers, Ford House, New Rd., Dagenham, Rainham 770 (9 lines); and 66, High St., North East Ham, E.6. Grangewood 1156 (5 lines). [C768/R]

FRAZER NASH

1939 Frazer Nash type 321 drop head foursome coupe, grey, hide interior, recommended £235; exchange terms—May Motors, 180-182, West End Lane, W.6. Hampstead 6490. [C2056]

FRAZER NASH, August 1934, works T.T. Replica sports 2-seater, British racing green; outstanding in its originality with a terrific performance; new tyres with original spire; low mileage, one owner, taxed; an enthusiast's car; £550; terms and exchanges.—Harrison, Four Seasons Garage, 601-609, King St., Rd., Renhold 4492. [C3059]

FRAZER NASH-B.M.W.

J. H. BARTLETT—Frazer Nash-B.M.W. 327/55 drop head coupe, superb condition; £550.—Frazer Nash 321 drop head 4-seater, reconditioned, £195.—27, Peckbridge Villas, W.11. [C1015]

1939 328 sports 2-seater, maroon/grey, beautiful condition throughout; 3 new carb., nearly new tyres, good hood and screens, tremendous performance, l.h.d.; £325.—Long, 246, Dobcroft Rd., Shiffield, 11. [6864]

Frazer Nash-B.M.W. Cars Wanted

R OYAL SMITH'S, THE CAR BUYERS.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

G HEALEY

GUY SALMON AUTOMOBILES offer:

1951 Abbott Healey drop head coupe, genuine 17,000 miles from new, originally supplied by ourselves, ivory/red leather, faultless condition; £795.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

1951 Healey 2.4-litre, Abbott foursome drop head coupe, one owner, 28mpg, £325.—Evergreen Service Station, Colchester 2600. [C764]

£777!! The finest Healey 2.4-litre chassis drop head coupe, bodywork we have ever had, reputedly very low mileage, this vehicle undoubtedly handles, performs, rides and looks like a 10,000 mile motor car, superb performance, mint condition inside and out, practically the last made and only just about three years old.

AMBLES OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase, £21-425, High Rd., Finchley, Finchley 6222. [C2052]

HEALEY

1952 Healey coupe; £495.

M ONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3068]

A LVIS-HEALEY, March 1954, one owner, new white paint, cream pillar top, leather seats, headrests, passangers, chrome rims, etc., specimen; £695.

A LVIS-HEALEY 1953 model 2/3-seater, convertible, specimen car, grey/red, radio, heater, etc.; £785.

—Chipset Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

Healey Cars Wanted

R OYAL SMITH'S, THE CAR BUYERS.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TOP price paid for good Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

HILLMAN

R ROOTES

H AVailable a range of Hillman cars of very low mileage.

D EVONSHIRE HOUSE, Piccadilly, W.1. Grosvenor 3401. [O108/R]

W HILLMAN

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1955 Hillman Minx Mark VIII saloon, grey with red leather upholstery, seat covers, low mileage, one owner, excellent condition; £545; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

HILLMAN

£825!!—1957 model Minx convertible, antelope grey, maroon leather, works mileage only, part exchange welcomed; £302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

ELM AUTOSALES offer:—

1951 (Aug.) Minx Estate Car, full makers' specifications, two-tone maroon, 10,000 miles, mechanically excellent; £365—66/68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

L. MANDUCA, Ltd., offer:—

1952 (September) Minx saloon, one owner from new; £415; terms and part exchanges—56, Mews, London, W.2. Paddington 9196. [7071]

H. A. SAUNDERS, Ltd., offer:—

1956 Minx Mk. 8 grey, red upholstery, heater; £625.

1956 Minx Mk. 8, green, beige upholstery, heater; £625.

1956 Mk. 8A, blue, red upholstery, heater; str.; £645.

Minx California, blue/cream with grey up-holstery, radio, heater, etc.; £595.

Minx convertible coupe, black, red upholstery, grey, 10,000 miles; £315. [C2071]

A. SANDERS, Ltd., 582, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4032]

CHARLES FOLLETT, Ltd., offer:—

1956 Hillman convertible Mk. VIII, black, beige interior and hood, genuine 3,000 miles, guaranteed 3 months; £695.

1954 (Aug.) Estate Car, colour sand, one owner, spuds, reading 11,500 miles, 3 months' guarantee; £525.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnetdale Yard, off Elgin Ave., W.B. Cunningham 5636. [C2010]

GEOFFREY NEWMAN & Co. offer:—

1955 (April) Hillman Minx coupe, heater, fog lamp, wing mirrors, 10,000 miles, one owner; £595.—Euston Rd., London, N.W.1. Eust. 4466. [C3023]

CHARLES FOLLETT, Ltd., offer:—

1956 Hillman convertible Mk. VIII, black, beige interior and hood, genuine 3,000 miles, guaranteed 3 months; £695.

1954 (Aug.) Estate Car, colour sand, one owner, spuds, reading 11,500 miles, 3 months' guarantee; £525.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnetdale Yard, off Elgin Ave., W.B. Cunningham 5636. [C2010]

CHARLES FOLLETT, Ltd., offer:—

1955 (April) Hillman Minx de luxe saloon, black, grey, 10,000 miles, one owner, 17,500 miles, new—S. A. Geddes, 147, The Tideway, Rochester, Kent. [C2069]

1955 series Hillman Minx saloon, one owner, low mileage, extras; £515.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acorn 3444. [C1200]

£525!!—1955 Hillman Minx saloon, specimen condition, chrome strips all round bodywork, only wants seeing.

£455!!—1953 Minx saloon, specimen condition throughout, 23,000 miles, one owner, chauffeur maintained as second car.

L AMBS OF WOOD GREEN (Established 1897), 421 guaranteed cars; exchanges, hire purchase, £21-425, High Rd., Finchley. Finchley 6222. [C2052]

1955 Mk. VIII ohv saloon de luxe, blue, red upholstery, heater, immaculate; £545.—Arndt Garage Ltd., Grange Rd., Willesden Green, N.16. Willesden 0161. [C1685]

1955 (April) Hillman Minx de luxe saloon, black, one owner, 16,000 miles, heater, screen-washer; £585.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

A RCHIE SIMONS & Co. Ltd.—1955 Hillman Alude saloon, colour golden sand, red upholstery, fitted heater, one meticulous owner since new, nominal mileage; £495.—St. Gt. Portland St., W.1. Lansdowne 2222. [C2013]

!!!—£70—1938 Minx saloon, recent reconditioned engine, tyres all excellent, in remarkable running order, body fair, same owner last 5 years, now bought new car—135, High St., South, East Ham. [C2043]

1955 Hillman Minx Mark VII special (economy saloon) in very superior condition throughout; £495 or h.p. terms.—Coles Garages, Ltd., 42, Worples Rd., Wimbledom 0195, and 96-98, Ewell By-Pass, Ewell 3235. [C1054]

1951 Hillman Minx saloon, black/brown, heater, reconditioned engine, other extras; £395.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C2034]

1951 Hillman Minx de luxe saloon, October registration, one owner, mileage 10,000, undersealed, in very nice condition, grey; £525; tax-free. Gordon Wooderson, 48a, Drewsted Rd., S.W.16. Streatham 8653. [C1059]

1953 Hillman Minx saloon, leather, heater, one owner, genuine original car, taxed; £395; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town station). Euston 2700 and 8894. [C1059]

HILLMAN HUSKY

W H. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1955 Hillman Husky, green with beige upholstery, heater, moderate mileage, very good condition; £465; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

HILLMAN HUSKY, green, heater, immaculate; £475.—

1955 A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3059]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN HUSKY

B. J. HUNTER, Ltd., offer:-
1956 Hillman Husky utility, low mileage, very superior condition; £595. Below.

1955 miles only, as new; £595.
 B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

WARWICK WRIGHT, Ltd., offer:-

1955 Hillman Husky double duty, all standard colours, low mileage; from £495.

W. WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

BROADWAY MOTORS, HOUNSLAW, offer:-

£485!!—1955 Hillman Husky, grey, heater, seat covers, etc.; a beautiful specimen.—Haworth Rd., Hounslow (2 mins. Hounslow East Tube). [C1115]

JACK ROSE, Ltd., offer 1955 Husky estate car in good condition; one owner, 12,000 miles; £450.—Stafford Rd., Walton, Surrey. Wellington 6777. Burgh Heath 2376. [C3056]

HILLMAN MISCELLANEOUS

PHENIX MOTOR Co. (SURREY), Ltd., offer:-

1955 Hillman Husky, grey, low mileage; £545.

1954 Hillman Minx convertible, blue, heater, low mileage; £545.

1954 Hillman Minx saloon, blue, heater, 15,000 miles; £510.

1953 Hillman Minx saloon, Mark VI, blue, low mileage; £455.

PHENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 0161. [C3044]

Hillman Cars Wanted
 WHY accept less for your Hillman Minx saloon when you can get its full market value from FERRANTI & COCKFIELD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2224. Open week-days 8 a.m. to 6 p.m. [W2008]

R. OWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Hillman.—Hamstead (Tube). N.W.5. Ham. 6041. [W4018/R]

TOP price paid for good Hillman.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611.

HILLMANS wanted for cash; top prices paid or best allowance given against any new or second-hand car; our representatives call on you.—Phillips Motors (Rootes) retail dealers, 77, Chalk Farm Rd., London, N.W.1. Primrose 6666 (5 lines). [W3106]

Hillman Spares and Services
 NORMAND, Ltd.

THE best service only; highly skilled mechanics with efficient supervision.—NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [C2244]

MODERN SERVICES GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam-Talbot spares and accessories.—Wim. 5155. [C003/B]

HISPANO-SUIZA

METCALFE & MUNDY, Ltd., offer:-

A MOST fabulous Hispano-Suiza V12, fitted with superb brougham de ville coachwork by Chapron of Paris; the late property of Marcel Boussac and recently imported into England, engine overhauled by Rapson, 14th Marchal headlights tastefully celloused in royal blue with dove grey upholstery, lavishly equipped throughout and now in excellent condition; this is the only car of its type in the world with a reported 90mph second gear, it is so docile as to go down to 7 miles per hour in top gear; offered at a mere fraction of its original cost.

METCALFE & MUNDY, Ltd., 280 Old Brompton Rd., S.W.5. Tel. 5471/0186-7. [C3064]

H. R. G. Spares and Services
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

DICKS.

1946 Jaguar 1½-litre sports saloon, special equipment model; £255.
DICKS & CO., Ltd., Exeter Rd., Kilburn,
 N.W.6. Gladstone 6304. [C1072]

1954 (Aug.) Mark VII, suede green, 12,500 miles,
 exceptional condition throughout; £2850.

CASTELNAU, S.W.15 (by Hammersmith Bridge),
 RIV. 4444. [C1022]

CAMDEN MOTORS, Ltd.

JAGUAR 1½-litre 14hp, special equipment saloon,
 1949, black, with red hide interior, heater, wind-
 screen wipers, first class condition; £225.

**JAGUAR 1½-litre special equipment saloon, Septem-
 ber 1946, 2 owners since new, very carefully used
 car, specimen condition; £225.**

JAGUAR 2½ special equipment saloon, July 1956,
 4,223 miles, definitely as brand new throughout;
 £1,345.

**JAGUAR Mark VII M-type saloon, 1956, overdrive,
 heater, extras, grey, red hide interior, locally owned
 car, history available, spare unused, nominal mile-
 age; £1,295.**

**JAGUAR XK140 hardtop, 1955 (May), fitted host of
 extras, overdrive, press-button radio, wing mirror
 passlights, Windtunes, screen washers, superb
 and immaculate condition, one owner, nominal mileage;**

**£1,325; also a 1955 XK120 drop head, available, one
 owner, with all extras, in similar condition.**

**JAGUAR Mark VII saloon, 1952, recently recellularised,
 all extras, radio, heater, beautiful car; £645.**

**JAGUAR 2½-litre and 3½-litre saloons, post-war,
 1946 to 1954, choice of 5 miles from £295.**

**JAGUAR 2½-litre saloon, 1939, in thoroughly sound
 mechanical order; special bargain at £145.**

CAMDEN MOTORS, Leighton Buzzard 2041. Write
 for catalogue; showrooms open until 8 p.m. [C1035]

JACK ROSE, Ltd., offer:-

1956 (July) 2½ in pastel blue with blue hide,
 3,000 miles, special equipment, almost as new;
 accept £1,295. **Broad Street Rd., Wallington, Surrey
 2376, also High St., Banstead, Burgh Heath
 2376.** [C5056]

CHIPSTEAD MOTORS, Ltd.

NEW 2½ special equipment, overdrive, maroon/
 biscuit, hard top, dark blue, 1956 series, as new;
 £1,395.

NEW XK140 special equipment d/h, Michelin X tyres
 and 3½ axle; £1,395.

XK140 d/h, radio, chrome rims, chrome rack,
 colour mascof; £1,395.

XK120, 1951, choice of 3, ivory, grey and black,
 excellent condition.

**CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Ken-
 sington, London S.W.3. Phaxman 0052/7253/7154.**

GLENFIRTH WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

THE Jaguar specialists.

1956 (January) Mk. VII, B.R.G., green hide, fitted
 overdrive, low mileage, immaculate; bargain
 £1,165.

1954 Mk. VII, black, brown hide; £750.

1953 black, brown hide; £660.

1952 Mk. VII, black/white, red hide, radio, very
 smart car; £635.

THE above cars have been carefully selected in our
 own workshops and carry our 3 months guarantee.
 4-6-8, Bishopsgate Rd., W.2. Ambassador 1061.

S. H. NEWSOME & Co., Ltd., [C2099]

JAGUAR distributors for 25 years.

1956 (June) XK140 fixed head coupe, British
 racing green, suede green interior, extras
 include spotlight, fog lamp, Ace Rimbellishers, screen
 washer, luggage carrier, one owner, 8,000 miles; £1,395.

1956 XK140 fixed head coupe, special equipment
 with overdrive, radio and luggage carrier, battleship grey with blue interior, chairman's car,
 7,000 miles; £1,575.—Corporation St., Coventry. Tel.
 5061. [T023]

ROSE & YOUNG, Ltd., offer:-

1956 Jaguar 2½ special equipment saloon, 4,000
 miles only, fitted H.M.V. radio, loose covers,
 chrome rims, special horns, etc., as new; £1,265.

1956 XK140 fixed head coupe, 8,000 miles
 only, fitted overdrive, H.M.V. radio, luggage
 carrier, spot lamps, etc., an excellent one-owner
 example; £1,295.

1955 Jaguar Mark VII type M, automatic trans-
 mission, fitted radio, turn signals, etc., a light
 miles owner example; £1,265. 25-55-55, Stamford
 Ave., Streatham Hill, S.W.2 (one minute Streatham Hill
 Station). Tulse Hill 6464 and 8182. [C3057]

HEART & Co., Ltd., offer:-

1954 Jaguar Mark VII saloon, overdrive, one owner
 genuine 17,000 miles, in excellent condition
 throughout; £785.

Jaguar XK140 fixed head coupe, superb

1956 throughout and outstanding value at £1,445.

**Jaguar 2½ special equipment saloon, low mile-
 age, as new throughout; outstanding value at**

**£1,265.—102, London Rd., and High St., Kingston-on-
 Thames. Kingston 5348.** [C1081]

GUY SALMON AUTOMOBILES offer:-

1956 Jaguar XK140 fixed head coupe, overdrive,
 5,000 miles only, quite as new; £1,550.

1956 series Jaguar Mark VII M-type saloon, over-
 drive, radio, black/beige interior, 8,000 miles
 from new, future guarantee; £1,395.

1954 (June) Jaguar Mark VII saloon, fawn/tan
 leather, overdrive, H.M.V. radio, 22,000 miles
 only, one owner, immaculate, original condition, highly
 recommended; £835.—Portsmouth Rd., Thames Ditton
 Emberbrook 5551-8-3. [C4001]

CENTRAL GARAGE (CROYDON), Ltd., offer:-

1953 Jaguar Mk. VII saloon, finished in black,
 one owner, genuine 18,000 miles; £795.—Fell
 Rd., Croydon. Tel. Croydon 7484. [C1026]

JAGUAR

PHILIP RICKARDS, Ltd., offer:-

1956 (June) Jaguar 2.4 saloon, ivory/red, 2,000
 miles; part exchange, deferred terms.—4
 BRICK ST., Fazl Lake, London, W.I. Tel. Grosvenor
 4772-3. [C5051]

DUNCAN HAMILTON & Co. offer:-

1955 Jaguar XK140 drop head coupe, battleship
 grey with red interior, fitted foglight,
 manually controlled spotlights, side in beautiful
 order throughout, one owner; £1,395.

1955 Jaguar XK140 fixed head coupe, grey with
 red interior, fitted H.M.V. radio, C type
 hood with large compressors, close ratio gear box,
 twin exhaust wire wheels with Michelin X tyres,
 windscreen wipers, etc., one owner, chauffeur
 maintained, faultless in every way, absolutely
 immaculate; £1,525.

1952 Jaguar XK120 Roadster, finished in blue,
 fully modified, offers required.
 33, High Rd., Byfield, Surrey. Byfield 3101 by day
 33, High Rd., Byfield, Surrey. Byfield 3101 by day
 [C1091]

HENLYS, Ltd., Jaguar Service Station.

1956 2.4-litre special equipment saloon, with over-
 drive, battleship grey red leather, radio,
 1956.

1956 2.4-litre special equipment saloon, in black
 and leather, loose covers.

1956 Mark VII M-type, Borg Warner automatic
 transmission, lavender green, leather, grey
 leather.

1956 XK120 fixed head coupe, special equipment
 model, B.R.G.

1955 XK120, 1954, with overdrive, cream, red
 leather, radio.

1955 Mark VII M-type saloon, B.R.G., tan leather
 leather.

1956 XK140 fixed head coupe, special equipment
 model, B.R.G.

1955 XK120, 1954, with overdrive, cream, red
 leather, radio.

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 leather, radio.

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 leather, radio.

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 leather, radio.

JAGUAR

JAGUAR 3½-litre, 1949, good condition, new tyres,
 wireless, heater; £300 o.n.o.—Western 9148. [C1074]

1953 model Jaguar Mk. VII, recirculated, birch
 grey, excellent condition; £725.

1951 Jaguar Mk. V drop head coupe, dark green,
 excellent condition throughout; £525.

THE ONSLOW MOTOR CO., Ltd., 28, Osnlow St.,
 Guildford. Guildford 67227-8. [C0098]

2.4 Jaguar, nominal mileage.—Sidney Marcus, Ltd.,
 33, Sloane St., S.W.1. Tel. Belgrave 1047. [C1006]

1952 Jaguar Mark VII; £575.—Le Grice Elers, 107,
 Old Brompton Rd., S.W.7. Kensington 2477. [C1007]

1954 Jaguar Mark VII saloon, British racing green,
 interior, fitted radio, Michelin tyres, two
 owners only, excellent condition throughout; £795.

WEYBRIDGE AUTOMOBILES, Ltd., Queen's Rd.,
 Weybridge 2233. [C0094]

1955 Jaguar XK140 drop head coupe, registered
 H.M.V. radio; £1,295.—P. J. EVANS, Ltd., Essex St., B'ham. Mid. 8001. [C1075]

1950 Mk. V Jaguar saloon, black, radio, first class
 condition; £425 o.n.o.—Farnborough, Kent, 44. [C1060]

BEARTS OF KINGSTON, Jaguar specialists, sales
 spares, repairs.—102, London Rd., Kingston. Tel.
 Kin. 3348. [C1081/R]

1956 Jaguar 2.4 saloon, low mileage; £295.
 Autoworx, Ltd., Southgate St., Wincanton 10081/R. [C1010]

£290—1946 Jaguar 1½-litre saloon, in excellent
 condition; deposit £145.—E. Casey, Ltd., Willesden 4548. [C1092]

1955 Mark VIII, low mileage, overdrive, one
 owner, immaculate; £1,095.—Kingston By-Pass,
 Tolworth 2354. [C0081]

1956 Jaguar 2.4, special equipment, 2,356, just
 new; reasonable offer.—278, Chester Rd., Castle Bromwich. [C1050]

JAGUAR MK. VII M type (Nov., 1955), as new; £1,350.—Perry's Garages, Ltd., Norton, Stourbridge, Worcs. Tel. 5351. [C1028]

JAGUAR 100 2½-litre 1939 rebuilt 1949, excellent
 condition, all-weather equipment; £350.—38, Butts Green Rd., Hornchurch. [C1027]

1954 2½ Jaguar, 2,500 miles, special equipment,
 suede green/green, perfect; £1,285.—Bowman's Garage, Tel. 3265 Weybridge. [C1028]

1947 1½ Jaguar, special equipment; £300.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 2001. [C1029]

1955 Jaguar type M saloon, green, radio, less
 covers, one owner; £1,285.—Odeon Motors, Ltd., Barnet 1144. [C1030]

JACK BOND (West End Branch) offers:-

£685—1952 Mark VII, radio, sunroof; £1,295.—P. J. COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907. [C1057]

CHARLES POLLETT, Ltd., official Jaguar agents.

1955 Jaguar Mk. VII M sal., with overdrive,
 birch grey, pale grey upholstery, 1955 model,
 low mileage, one owner, car in exceptional condition;
 £1,095.

JAGUAR Mk. VII, 1954, finished in black with pale
 grey upholstery, fitted radio and complete sets new
 Dunlop tyres, genuine, 18,000 miles only, fitted
 overdrive, spotless example; £875.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907. [C1058]

AT 2½ special equipment saloon, fitted radio,
 overdrive, maroon, mileage 5,000, as new; £1,375.

BRAND new XK140 d.h. coupe, Pacific blue, wire
 wheels and twin exhausts, immediate delivery
 anywhere; list price; part exchanges welcome.

TELEPHONE Wolverhampton 35852. [C1028]

MARCH 1951 XK120 detachable hard top, radio,
 excellent condition, Bristol red; £595.—Johnson & Brown, 288-270, High St., Bromley. Ravensbourne 5841. [C1013]

JH. BARTLETT.—Jaguar, 1954, XK120, drop head
 12,000 miles only; Jaguar XK120, fixed head
 coupe, 5,000 miles, £1,275. [C1012]

AZ MOTORS offer 1950 Mark V saloon, superb per-
 formance, compare price £375! Also 1959 1½-
 litre saloon, £175!—Palmerston Rd., N.W.1. Mayfair 1120. [C1011]

1953 Jaguar Mk. VII saloon, engine modified to
 M specification colour birch grey with red
 upholstery, Michelin X tyres, excellent order through-
 out; £1,295.

GAVIN FAIRPAK, Ltd., Virginia Water, Surrey.
 Tel. Wentworth 2154. [C2098]

1954 grey with red interior, 10,000 miles only; a
 most attractive car with outstanding performance;
 £950.

1954 Mark VII M-type saloon, grey with red in-
 terior, overdrive and radio fitted, 19,000 miles
 only, immaculate condition throughout; £1,225.

1951 XK120 drop head 2-seater sports, white with
 red interior, tartan seat covers fitted, a very
 fast and safe car; £525.

1952 Mark VII saloon, black with brown interior,
 heater and radio fitted, good condition throughout;
 £585.

1951 Mark V saloon, black with brown interior,
 seal covers fitted, attractive condition and
 sound, immaculate; £625.—T. Levesley, Ltd.,
 Airways Staffs 254-5. [C1013]

1955 Jaguar XK120 drop head coupe, light green,
 beige leather and hood, nominal mileage;
 £1,295. [C1014]

£325—Jaguar 1½, 1947, unusually good, carefully
 maintained, host extras, 100% tyres; choice 5;
 we welcome A.A. or R.A.C. exams.; hire purchase,
 exchange, etc. £1,250. [C1014]

BENMOTORS, 1, Clarendon Rd., W.1 (50 yds.
 Holland Park Tube), Park 5066-7 and 2971. [C1017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

XXX 2.4 Jaguar 1956 special equipment model. Pacific blue with pale blue leather, H.M.V. radio, negligible mileage, superb specimen; written guarantee. £1,395. Bon 530. [C1202]

XXX 1953 (May) Jaguar Mark VII saloon, black with brown hide, heater, screen washers, a quite outstanding and very attractive example; written guarantee; £670; terms; exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.I. Langham 1193. [C2003]

1956 Jaguar XK140 drop head coupe, maroon seat covers, Michelin X tyres, guaranteed mileage 5,647; £1,375.—Roundstone Garages, Ltd., East Preston, Rustington 1193. [T702]

BUTRON'S.—1956 Mk. V Jaguar saloon, black, one previous owner, wireless, heater, immaculate, taxed; £395.—Lexham Gardens Mews, W.8. Fremantle 4375-6. [C1104]

1954 Mk. VII overdrive, radio, heater, pastel green, speedo, 22,462, regularly serviced, spotless condition, looks and runs like new; £850.—St. Neots 8497. [6936]

JAGUAR Mark VII, registered November '53, green, brown hide, Motorola radio, twin park lamps, etc.; excellent condition; £215.—Robbins, East Putney, T.7881. [C3010]

1951 XK120, pastel blue, new hood, 9-1 compression, twin exhausts, etc., spotless condition, magnificent and unique example of this superb model; £595.—St. Neots 8497. [6937]

1956 Jaguar 2.4, special equipment, overdrive, radio, 6,000 miles only, immaculate condition; £1,375.—Saul & Slatter, Ltd., Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4093]

2.5 litre Mk. V saloon, one owner since new, an excellent example of this rare model; £360, terms and exchanges.—Searle, Ltd., 14, Bridge Rd., Chertsey 2389. [C4069]

1951 Mk. V saloon, 37,000 miles, radio and twin exhausts, etc., spotless condition, inspection invited; £575.—Lewis Motors, Gerrards Cross, Tel. 3777. [6864]

1955 model M type Jaguar saloon, blue, blue inlay, radio, heater, overdrive, etc., 16,000 miles, excellent history, faultless condition; taxed and guaranteed; £1,045. [C4093]

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281-2-3. [C4093]

1955 Mark VII M type, black/red, radio, heater, overdrive, £75.—34 Mark VII, black/grey, radio, heater, overdrive, 2820; 1954 VII black/brown, radio, heater, £720. [C4093]

L. F. WARD Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3347. [C4043/1]

1953 heater, Michelin X tyres, £725; 1955 first registered XK120 2-seater, dove grey/blue, 16,000 miles, as new; £975. [C4043]

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., W.I. Mayfair 5253. [C4043]

JK 120 1951, carefully maintained, excellent condition, heater, spot lights, Michelin X tyres, many modifications, owner wishes to sell privately; £530.—Box 5275. [C3006/1]

BUTRON'S.—1950 Mk. V Jaguar saloon, black, one previous owner, wireless, heater, immaculate, taxed; £395.—Lexham Gardens Mews, W.8. Fremantle 4975/6. [C1104]

TANKARD & SMITH, Ltd., offer 1950 Jaguar, grey/grey heater, results excellent condition; £395, monthly payment guaranteed 194/1950, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

1956 Jaguar Mark VII M type saloon, overdrive, black, beige interior, 7,000 miles; £1,400 or near offer.—E. E. Smith (Staines), Ltd., Tel. Colnbrook 424. [T788]

C TYPE Jaguar 1955, ex-works car and Ecurie Ecosse, works and Wilkie modified, disc brakes and D type seats; £1,395.—Maurice Charles Motors Ltd., Cardiff 72000. [6862]

£1,350!!!—1955 Jaguar XK140 drop head coupe 10,000 miles only, virtually like brand new, fitted heater, luggage carrier, special tonneau cover, magnificent specimen, the finest you can possibly see. [C4025]

£999!!!—1955 Jaguar M series saloon de luxe, spotless condition, one owner motor car, bargain price. [C4025]

£935!!!—1954-5 Jaguar XK120 hardtop, specimen condition, the finest we have had, one owner, 20,000 miles. [C4025]

£435!!!—1950 Jaguar Mk. V de luxe saloon, only two owners, low mileage, it's beautiful, you must see it. [C4025]

£295!!!—1947 Jaguar 2½ and 3½ saloons, choice available, tremendous value motor cars. [C4025]

LAMBS OF WOOD GREEN (Established 1897)—421, guaranteed mileage, 1956, £295.—Finchley 6222. [C2052]

1956 Jaguar 2.4 SE model, H.M.V. radio, 5,200 miles, grey/grey leather, as new and approx. £225 under list; £1,325.—Ishwerth's Garages (Sales), Ltd., Stockport Rd., Manchester, 19. Tel. Heaton Moor 2944-5447. [T7044]

1946 Jaguar 2½ S.E. saloon, condition above average, in leather, mech. excellent, new tyres, chrome as new, twin spols, etc.; £225 or £30. (Bankers' ref.)—Scott, 64, Borough Rd., Altringham, Tel. 4648. [6779]

1956 2.4-litre Jaguar, special equipment model, pearl grey with red interior, various extras, very low mileage, immaculate condition; reason for sale bought larger private sale, h.p. terms II required; price £1,275.—Box 5304. [C1204]

525 gns.—Jaguar late 1952 XK120 super sports 2-seater, steel grey, heater, screen washers, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead 1181 (Hampstead tube). [Rowland 6041]. [C1204]

1956 matic, maroon with biscuit hide interior, 4,500 miles, only very carefully run in and maintained, this car is in virtually new condition; £1,595.—Henry's The Squa'e, Bournemouth. Tel. Bournemouth 6514. [T7043]

JAGUAR

1951 Jaguar Mk V d/h, grey, engine just completely overhauled, suspension gear box and brakes checked, interior immaculate, new tyres, chrome and bodywork good; £550 o.n.o.; will consider part exchange small Austin, Standard, Ford.—Spaul, 5, Lake Rd., Fairhaven, Lancs. [T7037]

XXX 1953 Jaguar Mark VII saloon, black with brown hide, heater, screen washers, a quite outstanding and very attractive example; written guarantee; £670; terms; exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.I. Langham 1193. [C2003]

1956 Jaguar XK140 drop head coupe, maroon seat covers, Michelin X tyres, guaranteed mileage 5,647; £1,375.—Roundstone Garages, Ltd., East Preston, Rustington 1193. [T702]

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JAGUAR Mark VII, registered November '53, green, brown hide, Motorola radio, twin park lamps, etc.; excellent condition; £215.—Robbins, East Putney, T.7881. [C3010]

1951 XK120, pastel blue, new hood, 9-1 compression, twin exhausts, etc., spotless condition, magnificent and unique example of this superb model; £595.—St. Neots 8497. [6937]

1956 Jaguar 2.4, special equipment, overdrive, radio, 6,000 miles only, immaculate condition; £1,375.—Saul & Slatter, Ltd., Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4093]

2.5 litre Mk. V saloon, one owner since new, an appreciated.—Portsmouth Rd., Guildford. [C1243/R]

1951 Mk. V saloon, 37,000 miles, radio and twin exhausts, etc., spotless condition, inspection invited; £575.—Lewis Motors, Gerrards Cross, Tel. 3777. [6864]

1955 model M type Jaguar saloon, blue, blue inlay, radio, heater, overdrive, etc., 16,000 miles, excellent history, faultless condition; taxed and guaranteed; £1,045. [C4093]

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281-2-3. [C4093]

1955 Mark VII M type, black/red, radio, heater, overdrive, £75.—34 Mark VII, black/grey, radio, heater, overdrive, 2820; 1954 VII black/brown, radio, heater, £720. [C4093]

L. F. WARD Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3347. [C4043/1]

1953 heater, Michelin X tyres, £725; 1955 first registered XK120 2-seater, dove grey/blue, 16,000 miles, as new; £975. [C4043]

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., W.I. Mayfair 5253. [C4043]

JK 120 1951, carefully maintained, excellent condition, heater, spot lights, Michelin X tyres, many modifications, owner wishes to sell privately; £530.—Box 5275. [C3006/1]

BUTRON'S.—1950 Mk. V Jaguar saloon, black, one previous owner, wireless, heater, immaculate, taxed; £395.—Lexham Gardens Mews, W.8. Fremantle 4975/6. [C1104]

TANKARD & SMITH, Ltd., offer 1950 Jaguar, grey/grey heater, results excellent condition; £395, monthly payment guaranteed 194/1950, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

1956 Jaguar Mark VII M type saloon, overdrive, black, beige interior, 7,000 miles; £1,400 or near offer.—E. E. Smith (Staines), Ltd., Tel. Colnbrook 424. [T788]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. Spare parts for Jeepl, home and export. [C4025]

1956 illustrated assembly guide and parts catalogue, price 1½—largest stock, lowest prices; exchange part, engine, gear box, clutch, etc.; noted American spares; 35-3, High Rd., Chiswick, London W.4. Chil. 1919-6850. [T7035]

£130 buys a special bargain.—See Metamast, 2612, Belsize Lane, N.W.3. Hampstead 8231. [T7035]

JEEPS, private car or commercial, all spares.—F. W. D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8248. [T7035]

AUTOWORLD, Ltd., principal Jeep stockists, also a complete spares range, exchange units, etc.—Southgate St., Winchester. Tel. 2955. [C1010]

JENSEN

MICHAEL CHRISTIE MOTORS, wholesale and retail. [C1094]

JENSEN specialists since their inception.—541 demonstrator available anywhere.—INTERCEPTOR and 541 for quick delivery; quality I used Jensens bought and sold. [C1094]

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

NORTHWOOD MOTORS, wholesale and retail, 3401 saloon; 3401 station wagon; 3401 conversions; immediate delivery. [C1094]

1954 (Dec.) Jensen Interceptor saloon, green with beige interior, and roof, 36,000 miles, one owner, tyres excellent, mint condition throughout; £1,450. [C1094]

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094/1]

1951 Jensen Interceptor drop head four-seater coupé, beige interior, beige golden bronze leather fitted heater, etc.; a rare example of these 100mph cars with original list price of £2,700; offered by us at £695. [C1094]

SPEED MODELS, 54, Warren St., Euston Rd., W.1. Euston 2156. After 6, Livingstone 7777. [C2104]

1954 (July) Interceptor, metallic blue, 17,000 miles, 2½-litre, 4-door, white, all extras, options, etc., exceptional condition; £1,125.—Colmore Docks, Ltd., 654, Chester Rd., Manchester 16; and 200, Deansgate, Manchester, 3, Parkside 2233 and Blackfriars 3322. [C1094]

Jensen Cars Wanted

JENSEN Interceptor saloons and drop head coupes wanted.—Michael Christie Motors, Bicester, Aylesbury, Bucks. Tel. 4727. [W1034]

Jensen Cars Wanted

541 wanted for cash; mileage not over 20,000; overdrive, 4-door estate; all replies giving full details, answered immediately by private buyer distance immaterial.—Box 7046

JOWETT

BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilitaires.—Bonnerville Lane, Harrow. Tel. 6225-6. [O913/R]

1952 Jowett Javelin de luxe, £445.—Goffs, Upton Lodge, Ealing, Ealing Rd., Henley. [T7019]

1949 (Oct.) Javelin series III mod., loose covers, etc., one owner; £52. [C1039]

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. [T7227-8]

1953 Jowett Javelin, 28,000 miles, several extras, etc., one owner; £475. [C1039]

J.D.V.A., Ltd., 180/184, Kensington High St., W.8. Tel. 7181. [C1069]

1954 (Sept.) Jupiter Ia, green, heater, 15,000 miles, superb condition; £385.—Woking 2032.

1951-2 payments.—Oldfield, 386, Kensington High St., W.14. Tel. 6631. [C3629]

1951 (Nov.) Javelin de luxe, black, series III engine, exceptional condition; £365.—McMaster, Thrashers, Fordham, Essex. [T7775]

1953 Jowett Jupiter 2-seater sports coupe, colour maroon, recent 2015 purchase, will be sold with three months' written guarantee; £450.—Tel. South Cokerington 226. [C1111]

1952 Javelin de luxe, maroon, heater, screenwashers, Ace Rimbushers, unmarked condition; £350.—Portsea Motors, Ltd., 142, Portsea Rd., Ham, 9661. [C2001]

1953 gns.—Jowett Javelin late 1952 saloon, recent reconditioned engine, heater, one owner, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Suttons, Suttons, Hammersmith Broadway (Hampstead Tube). [C4018]

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, S.W.1. Welbeck 1139, are for the best buyers for Jowett well-worn. [W4049]

1953 immediately, cash, private, —Birrell, 8, St. Mary's Ave., London, N.3. Finchley 5834. [T866]

JOWETT CARS LTD.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. [T794/R]

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelin and Bradford always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [T794/R]

G. W. MILKIN, Ltd., for Jowett spares and service. [C4055]

BIRMINGHAM agents, large stock of spares.—Frank Mosley (A. G. and E. G.), Ltd., The Depot, Copse St., Birmingham, 18. Edg. 0916. [O549]

JOWETT Javelin and Bradford spares, large stock new parts.—Newhams, Hammersmith Broadway, W.6. Tel. Riv. 4646. [S3024]

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bunnerside Lane, Bradford. Tel. 6225-6. [C1073/E]

JOWETT Javelin and Bradford service; extensive stock of spare parts and accessories.—The Red Circle Ltd., Eastern Ave., Great Cambridge Rd., N.17. Tel. 1906/755. [C1074/R]

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jupiter and Bradford spares, repairs and service.—Eden Park Garage, 488, Upper Elmers End Rd., Beckenham, Kent. Tel. 2625. [D649/R]

V MOTORS, Ltd., Middlesex, Tel. 6170. Teddington, Middlesex, Tel. Kin. 0170 and 2613. Jowett agents and specialists, comprehensive stock of spares. 1930-1954 models; over 20 years' Jowett expertise. [T759/R]

GODREYS, Ltd.—Spares and service for Jowett and Bradford, including 1930-1954 models. [C1075/R]

EDEN PARK GARAGE, 488, Upper Elmers End Rd., Croydon (Croy. 3641-2). Budwood Corner, E.11. [C4094]

BROOKLANDS sole London distributor; low mileage used models in stock—103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m. Saturdays—6 p.m. [C1029]

1952 2.6-litre 4-door saloon, black, one owner, 35,000 miles, radio, screenwashers and other extras; £895.—Davies Motors, Ltd., 275, London Rd., Staines. Tel. 4211-5. [C1080]

1952 Lagonda 2½-litre drop head 4/5-seater, outboard, 1176. Christchurch Rd., Bournemouth. [C4024]

£245!!!—October 1958 Lagonda V12, genuine short chassis sportsman's four-light 4-door saloon, finished in black and olive green, dark green hide interior and trimming to match, beautifully appointed car equipped with built-in radio, wing mirrors and other racing extras; £895.—Davies Motors, Ltd., 275, Christchurch Rd., Bournemouth. [C4024]

£245!!!—chassis sportsman's four-light 4-door saloon, finished in black and olive green, dark green hide interior and trimming to match, beautifully appointed car equipped with built-in radio, wing mirrors and other racing extras; £895.—Davies Motors, Ltd., 275, Christchurch Rd., Bournemouth. [C4024]

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. [C1035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

1940 Lagonda V.12 short chassis sports saloon. Finished in grey, probably a fine example in the country; £475. Thompson-Dixey, Ltd., 121 Sefton St., Southport. Southport 56934 (5 lines). [W4018/R]

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lagonda Spares and Services

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 29), service manager to Lagondas. Specialists in all aspects of service.—273 London Rd., Staines. Tel. 4211-5. [10390/R]

LANCHESTER

STRATSTONE, Ltd., Lancaster distributors.

LANCHESTER 14 saloon, black, brown leather, 8,000 miles; £695.—Stratstone, 40, Berkeley St., W.I. (Mayfair 4404). [C4022]

BROWN'S GARAGE (LOUGHTON), Ltd., offer:

1953 Lanchester 14 saloon de luxe, heater, radio, immaculate condition; £585.—Brown's Garage, Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034]

1953 Lanchester 14 saloon, green, with green leather upholstery, exceptional condition, moderate mileage; £665.—Coventry & Jeffs, Ltd., Bristol, 1. Tel. 2-0091. [6970]

Lancaster Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancaster.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lancaster Spares and Services

AFCOT ENGINEERING, Ltd.—Complete overhauls and engineering service. Lancaster cars, preselected gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R]

LANCIA

1937 Lancia Aprilia, in post-war condition; £200. Terms, exchanges.—Corner Garage, Gorion St., Blackpool. Tel. 2635. [C2085]

1951 (Nov.) Lancia Gran Turismo 2-litre fixed head coupe, cream, immaculate condition; £1,395.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

LANCIA Aurelia Series II, December 1955, one owner, unmarked and as new; bargain; £1,550.—Chadney Motors, 26/28 Worcester Rd., King's Norton, Birmingham. King's Norton 2827. [6940]

1951 Lancia Aprilia December 1953 sports 1.5-litre, blue, blue leather, good condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1950 Lancia Aprilia series II saloon, dark blue, red hide, many extras, dashboard radio, purchased new and owned by 2 previous owners, continuously under our care since, superb condition. Exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Baywater 4274. [C4055]

Lancia Cars Wanted

PRIVATE buyer wants Gran Turismo; price and details to—Box 5669. [6207]

J. H. BARTLETT is interested in post-war Lancias.—27, Pembroke Villas, W.11. [W1013]

LANCIA Gran Turismo, preferably 2500, wanted urgently, cash.—12, Church St., Luton 4212. [6488]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lancia Spares and Services

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by experts. We have a large stock of genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperia, Wembley (Ferraris 5656). [6932/R]

LEA-FRANCIS

ELM AUTOSALES offer:

1950 Lea-Francis 14 saloon, one owner, 27,000 miles only, heater, cost over £1,500, marvelous value in quality motoring at £645.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties. SHOWROOMS: 18, Berkeley St., W.I. Mayfair 6266. SERVICE: Works & Stores, Barnsdale Yard, off Eign Ave., W.9. Cunningham 5956. [C1020/R]

£275!!!—1949 Lea-Francis 14hp estate car, five-seater model with four-door hardwood body, smart serviceable vehicle, very reasonably priced. **CAMDEN MOTORS**, eighton Hill, Brixton, 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

£444!!!—Lea-Francis super sports roadster, 1950-1 series, immaculately maintained, probably the best series roadster around; £4,000 new, still looks and runs like £1,000 motor car. [C1035]

£295!!!—1946 Lea-Francis 1½-litre de luxe saloon, hand-built motor car at give-away price, carefully used, tremendous performance. **LAMBS OF WORCESTER** (Regd. 1957), 100-24, Worcester cars, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

325 b.h.p.—Lea-Francis 1949 series 14hp sports 2-seater, screen washers, new hood, tonneau cover, excellent condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Services

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5. [0392/R]

Lea-Francis Spares and Service

S P A R E S and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 2. Tel. Dea. 4795-6. [1022/R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.I. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores: Barnsdale Yard, off Eign Ave., W.9. Tel. Cunningham 5936-7. [1059/R]

LIMOUSINES

JACK ALPE LIMOUSINES.

MARYLEBONE, W.I.

M A U S T I N 1955 A135 l.w.b. Princess: £2,150.

A U S T I N 1938 18hp Windsor, leather: £365.

A RMSTRONG 1951 18hp, 24,000 private: £895.

A D M I L E R 1939 E.L. 24 Windover, private: £475.

H U M B E R 1951 Mk. III, leather, heater: £845.

H U M B E R 1952 Mk. III Imperial, private: £865.

R OLLS-ROYCE 1933 20/25, leather: £295.

R OLLS-ROYCE 1935 20/25 Thrupp, swept: £645.

R OLLS-ROYCE 1940 Wraith, Park Ward: £1,465.

R OLLS-ROYCE 1949 Silver Wraith, Park Ward: £3,250.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.I. Welbeck 1124 (near Baker Street Station). Tel. 61103.

DAIMLER 7-seater limousine, body by Hooper in really excellent condition; £250.—Tel. Romford 0211. [6877]

A & S LTD. Providence Court, North Audley Street, W.I. (Near Selfridges). Mayfair 2941.

A U S T I N 1950 Hircar, 42,000 miles, one private owner, radio, heater: £535.

A U S T I N Taxi, late 1956, 5,000 miles only, new condition: £725.

A U S T I N 1939/18hp Gordon Limousine, wide occasional, black, in excellent condition throughout: £225.

A U S T I N I.W.B. A125 Limousine, choice of two privately owned cars, in exceptional condition: £895. [C2085]

H U M B E R 1947 Pullman Limousine, wide occasional, heater, radio: £535.

H U M B E R 1948 Marx I Pullman Limousine, low mileage, one private owner, in very exceptional order: £575.

H U M B E R 1951 Marx III Limousine, leather, heaters, privately owned, selection from £995.

H U M B E R 1952 Marx III Pullman Limousine, cloth loose covers, heater, in above average condition, selection £975.

H U M B E R 1954 Series Mark IV Blue Riband Pullman Limousine, leather throughout, heater, radio, next to new condition: £1,450.

R OLLS-ROYCE 1950 Park Ward full seven passenger Limousine, black, cloth, all extras, privately owned: £795.

R OLLS-ROYCE 1956 Hircar, face forward seats, swept tail: £550.

R OLLS-ROYCE Phantom II H.M. swept tail six light Limousine, face forward seat: £375.

WOLSELEY 1948 7-passenger Limousine, black, one owner, 27,000 miles, in equal new condition: £725.

L IMOUSINE specialists for over 30 years. Write or telephone for lists.

A & S & SAUNDERS LTD. Providence Court, North Audley Street, W.I. (Near Selfridges). [C1006]

1951 Armstrong 18hp 7-seater limousine, all new, £735.—Tel. exception: £735. [C2013]

L IMOUSINES 1933/34 20/25hp; Rolls-Royce 7-seaters from £135.—London-Godwin, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

CAMDEN MOTORS, the limousine specialists.—See our classified advert. Tel. Humber, Austin 16, etc., also a selection of old limousines to choose from with special 6 month's written guarantee. Write for illustrated brochure and catalogue; showrooms open until 8 p.m. [C1035]

LIMOUSINES Wanted

A & P & SAUNDERS LTD. Providence Court, North Audley Street, W.I. (Near Selfridges). Mayfair 2941. [W1006]

LINCOLN 1951 Armstrong 18hp 7-seater limousine, all new, £735.—Tel. exception: £735. [C2013]

O N all matters of sales, spare parts, repairs and ser-

VICE consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C1047/R]

LLOYD 4-seater tourer, 1950, 21,500 miles, beautiful condition: £170.—Prospect 1619. [7050]

MERCEDES-BENZ LINCOLN

K NIGHTSBRIDGE offer:—

1955 Mercedes-Benz type 220A, black, grey interior, 25,000 miles, regularly maintained, in beautiful condition: £6,145.—Tel. Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036]

R OSE & YOUNG, Ltd., offer:—

1955 Mercedes-Benz 300 SL, fitted H.M.V. radio, immaculate condition, beautifully finished Imperial crimson with beige interior: £2,895. [C2037]

GUY SALMON AUTOMOBILES offer:—

1955 Mercedes-Benz 300 SL, fitted H.M.V. radio, 14,000 miles only; the property of a most fastidious enthusiast, cost new with extras £5,250; £3,750.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash

prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Services

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the man-

UFACTURERS.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5. [0392/R]

the Autocar

MERCEDES-BENZ

A WOKING MOTORS. Mercedes distributors.

1956 220S saloon de luxe, sliding roof, leather, radio, 3,500 miles, for disposal.

1956 under 5,000 miles.

1955 miles only; black/red, always serviced by us and guaranteed: £2,450.

1955 Mercedes 220A saloon de luxe, black, red, leather, 8-valve wireless, twin speakers, E aerial, loose covers, 5,000 miles only, as new, cost £2,550. [£1,700]

1955 Mercedes 300S special sports d.h.c., l.h.d. mileage 23,000, superb condition, cost new £6,000; accept £5,350.

1955 (reg.) 170 diesel shooting brake, 14,000 miles, one owner: £325.

1951 170V saloon, radio, heater. In excellent condition: £345.—Maybury Hill, Woking 4227-9. [C4057]

JOHN S. TRUSCOTT, Ltd., Mercedes-Benz distributor.

ONLY the best second-hand examples are offered.

PRESENT stock includes:—

1956 Type 300C, automatic transmission, 6,000 miles: £2,995.

1954 Type 200, with latest brakes: £1,500.

1955 Type 220A, choice of several: from £1,600 to £1,795, according to mileage.

1956 Type 220S, 3,000 miles, leather upholstery: £2,150.

IT will pay careful buyers to see our stock and compare conditions and values.

NO demonstration cars are here for you to drive: exchanges, deferred terms.—173, Westbourne Grove, W.11. Baywater 4274. [C4035]

JOHN S. TRUSCOTT, Ltd., Mercedes-Benz distributor.

ONLY the best second-hand examples are offered.

PRESENT stock includes:—

1956 Type 300C, automatic transmission, 6,000 miles: £2,995.

1954 Type 200, with latest brakes: £1,500.

1955 Type 220A, choice of several: from £1,600 to £1,795, according to mileage.

1956 Type 220S, 3,000 miles, leather upholstery: £2,150.

IT will pay careful buyers to see our stock and compare conditions and values.

NO demonstration cars are here for you to drive: exchanges, deferred terms.—173, Westbourne Grove, W.11. Baywater 4274. [C4035]

1954 Mercedes 180, low mileage, radio, loose covers, as new: £1,095.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

LIVERPOOL and district main agents offer saloons, L.Vans and pick-ups from stock.—Liggetts Garage, Aintree. Tel. 2395. [T117]

GEORGE NEWMAN & CO. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial; early delivery.—39-40, Old Steine, Brighton 28102-3.

1956 Mercedes-Benz type 300 SC with fuel injection, beautiful cabriolet, self-seeking radio, every possible luxurious extra; cost over £6,000; reasonably offer considered.

1956 Mercedes-Benz Type 220A saloon, leather upholstery, radio, most likely to be £2,150.

1955 Mercedes-Benz Type 220S saloon, Servo brakes, radio, 17,000 miles: £1,795.

1955 Mercedes-Benz Type 180 saloon, one owner, 11,000 miles, perfect condition: £1,275.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

1956 Mercedes-Benz 220A saloon deluxe, sand colour/green, English hide, seat adjustments, H.M.V. radio, taxed, 5,500 miles, cost £3,580; bargain at £2,100.—Liggetts Garage, Aintree. Tel. 2395. [T117]

1955 300SL in first-class condition, 14,000 miles, finished metallic silver, blue upholstery, fitted with high lift camshaft and stiff suspension, one of the two fastest cars in the country; must sell; £3,850; part exchange considered.

W. H. WHITEHOUSE, 158, Blendon Rd., Kent. Tel. Bexleyheath 7551. [T5350]

1956 (Apr.) Mercedes-Benz type 300C saloon, r.h. drive, black, beige uphol., under 7,000 miles, immaculate. Broadlands, 103, New Bond St., London, W.1. Mayfair 6351. Showrooms open until 7 p.m. Saturday. [C1029]

MERCEDES-BENZ type 180 saloon, right hand drive, registered 1954, 31,000 miles, every service carried out by Mercedes-Benz agents, fitted twin Marchal spotlights, windscreen washers, colour black with green trim, in above average condition for mileage, complete history available; £395; our usual guarantee.

B. & K. THOMAS, Ltd., Mercedes-Benz agents, sales & service, spares.

21, Loughborough Rd., West Bridgford, Nottingham. Tel. 8212. [E999]

MERCEDES-BENZ Spares and Services

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd. S.E.5. Tel. Reliance 7691. [10862/B]

MERCURY

B. J. HUNTER, Ltd., offer:—

1954 Mercury ohv V8 saloon, remarkable condition, numerous extras: £975.

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. [C4040]

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VICE consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [10748/R]

MESSERSCHMITT

M.P.H. SALES, Station Approach, West Byfleet, Surrey.

BUY from us.—The specialists with the home demon-

stration service, the sponsors of the racing Owners Club; all purchase facilities on new and 2nd hand machines; spares, repairs and advice services.—Tel. Byfleet 526.

M.P.H. SALES, Station Approach, West Byfleet, Surrey.

1955 Messerschmitt, seat covers, luggage grid, nice condition: £2350.—Smith & Hunter, 376, High St., W.14. Western 2312. [C4019]

COMFORDS for Messerschmitts: delivery from stock, spares, service, demonstrations; exchanges.

terms; postal transactions very easily arranged.—Comfords, Portsmouth Rd., Thomas Ditton, Surrey, Emberbrook 5531 (8 lines).

[0269/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Messerschmitt Spares and Service
PRIDE & CLARKE.—Messerschmitt spares distributors; quotation any part by return post c.o.d., easy payments; trade supplied.—Stockwell Rd., S.W.9. Brixton 6251. [C1068]

M.G.

BENTALLS, Ltd.

1953 M.G. 1½-litre saloon, black; £250.—Kingston-on-Thames. Kingston 1001. [C1093]

SLOCOMBES, Ltd.

1955 M.G. Magnette, unblemished, twilight grey cellulose, with dark red leather, equipped heater, screen washers, twin spot lamps, dipping mirror, etc. 10,000 miles. If you have never experienced driving this truly enjoyable marque, visit our showroom and enjoy for yourself the amazing safety and the exceptional road holding and performance of the modern M.G. saloon. It is quite unapproachable in its class. SLOCOMBES, Ltd., Dudden Hill Lane, N.W.10. Wulsten 4869. [C4017]

CRESSCARs, Ltd

M.G. 1½ saloon, 1950, outstanding specimen in green with beautiful interior beige leather and polished walnut, new radio, heater and quiet running. All respects, probably the nicest M.G. type available and certainly the best value: £289.—Cresscars, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272.

CHILTERN CARS, offer:—

1956 M.G. A, hardtop, black, red leather seating, 5,000 miles only: £865.—302, King St., Hammersmith, W.6. Riverside 2881.

CHILTERN CARS, offer:—

£525.—1954 TF, 24,000 miles, black with red upholstery, new red Vynide hood, twin spot lights, tyres almost new. Faultless condition.

£295.—1947 TC, red, reconditioned engine 8,000 miles, new radio, spot light reversing light, etc. exceptional condition.

CHILTERN CARS.—Terms, exchanges.—11a, Water Lane, Leighton Buzzard. Bedfordshire. Tel. Leighton Buzzard 2060. [C1045]

B. J. HUNTER, Ltd., offer:—

1954 (November) M.G. Magnette saloon, fitted special high-compression engine, numerous extras: £750.

1952 M.G. TD sports 2-seater, immaculate condition: £445.

1946 M.G. TC sports 2-seater, well above average for year, well maintained: £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

WARWICK WRIGHT, Ltd., offer:—

1955 M.G. Magnette saloon, black, green upholstery, radio and heater, 15,000 miles: £285.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

Mayfair 761; Lord Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C2045]

DUNCAN HAMILTON & Co., offer:—

1955 M.G. Magnette, 10,000 miles, black with red leather interior, fitted full Alexander conversion, high axle ratio, heater, windscreens, washers, wing mirrors, spotlights, one owner, exceptional throughout: £855.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091]

A. MATOS (established 50 years), offer:—

M.G. 1½ saloon, November, 1952, most immaculate specimen in dark green, quite unblemished, one owner: £485; terms, exchanges.—243, Lewisham Way, S.E.4. Tideway 3169. [C1065]

JACK ROSE, Ltd., M.G. agents, offer:—

1955 TF 1500 2-seater, black and red hide, a beautiful car, almost unmarked with radio: £595.

1955 (June) Magnette in grey with grey head, special head radio, original owner, unmarked: £750.—Stafford Rd., Wallington, Surrey. Wallington 6677; also High St., Banstead. Burgh Heath 2376. [C3056]

PARADE MOTORS (MITCHEAM), offer:—

1951 M.G. TD, red and beige, radio, twin spot lights, in really superb condition: £245.

1951 M.G. TD, green and beige, full tonneau cover, etc., superb car: £430.

1949 M.G. TC, green/green, fitted oversize wheels, luggage carrier, full tonneau cover, and other extras: £355.

1947 M.G. TC, black and green, fitted many extras, in excellent condition: £289.

1939 M.G. TA drop head coupe, one owner from to be sold: £225.

66—67, Monarch Parade, Mitcham, M. 3522/7188. [C3036]

CHARLES SIMPSON.—See Sports Car column. [C4098]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

M.G. sports coupe: £185—55, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1956 (Oct.) M.G. Magnette Variante saloon, works mileage, unique offer: £1,025.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 1400. [C2050]

1956 M.G. Magnettes, 5,000 miles, Ripon condition: choice of two: £695.

RIPCO, Ltd. (MAGNETTES PURCHASED), 16 Albermarle St., Mayfair, London, W.1. Hyde Park 2952/3/4.

1953 (May) M.G. TD, one owner, many extras, excellent tyres, taxed: £485; terms, exchanges.—F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.8. Hampstead 8988. [C4084]

1956, black/red, 10,000 miles, radio, heater, twin mirrors and spotlights: £665.

F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3347. [C1043]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 0396-R.

1955 M.G. Magnette, red, 23,000 miles, one owner: £795.—Jarvis & Sons, Ltd., Liberty 8221. [C1068]

M.G.

1955 series M.G. 1½-litre Magnette (ZA series) saloon, colour grey, first registered November 18.

1954 fitted radio and heater, a very clean car. price required: £695.

GARLICK, BURRELL & EDWARDS, Ltd. (Main Vauxhall/Burdett dealers), Renshaw St., Liverpool 6741.

Tel. Royal 6741. [C1062]

1954 (July) M.G. TF, 1½-litre engine with special 21,000-mile car: £665.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

1955 (August) M.G. Magnette saloon, many extras, exception—Autowork, Ltd., Southgate St., Winchester 4968. [C1010]

1955 M.G. Magnette, 13,000 miles approx., one owner, green, leather, new condition: £620.

ALEXANDER LAYSTALL "Hi-Power" conversions for Magnette, amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, A Bucks., Tel. Haddenham (Bucks) 345. [C1094]

M.G. Magnette 1955 black/maroon, one owner, in very good condition: £765.—K. N. Rudd, Ltd., 41, High St., Wortham 7773/4. [C1053]

1954 M.G. TF 2-seater, finished ivory with black leather, only 19,000 miles and one owner: £545.—Castles, Church Gate, Leicestershire 23831. [C1090]

M.G. TF 1955, red/beige, one owner, fitted heater and every extra: £755.—K. N. Rudd, Ltd., 41, High St., Wortham 7773/4. [C1084]

M.G. Magnette saloon, birch grey with red upholstery, fitted Whitewall tyres and H.M.V. radio, recorded mileage 7,000: £695.

M.G. Magnette saloon, finished in black with red upholstery, fitted H.M.V. radio, recorded mileage 9,000: £625.

1955 M.G. Magnette saloon, finished in green with biscuit upholstery, recorded mileage 14,000: £795.

M.G. A, finished in green with grey upholstery, recorded mileage 7,000: £695.

M.G. A, finished in white with maroon upholstery, ex-demonstration car, fitted competition type clutch, polished cylinder head, Michelin X type tyres, front/rear disc brakes, specially prepared for competition work, recorded mileage 14,000: £795.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1059]

1938 2-litre d.h.c., record, engine, 4,000 miles, body rough, must sell: offers around £800.—Crossways, Forestier Rd., Bath 60272. [C1085]

1955 model M.G. Magnette saloon twin fog lamps, wing mirrors, rubber mats, one owner, maroon with beige interior: £855.

PASS & JOYCE, 184, Great Portland St., W.1. [C1059]

1949 1½-litre Y type M.G. saloon, black, record engine, excellent all round condition: £395.—Apps, Rose Villa, Goudhurst, Kent. Tel. 262. [C1054]

BEARTS OF KINGSTON, M.G. specialists, 102, London Rd., Kingston. Tel. 0098-7102.

B. SPARES, repairs, 102, London Rd., Kingston. Tel. 0098-7102.

1954 M.G. Magnette saloon, 40,000 miles, black and red, tubeless tyres: £675.—Lewis Motors, Garage Cross, Tel. 3777.

TC M.G., well maintained throughout, extra inclusions full length tonneau, chromed luggage rack, twin spot lights: £310.—39, The Cheshire, Coventry. [C1072]

1955 M.G. Magnette, 12,000 miles only, one owner, £795.—Cavendish Motors, Cavendish Rd., N.W.6. Tel. 0098-0046. [C1121]

1955 series low mileage, grey/red, host of extras, 1955 specimen: £795.—Chapstead Motors, Ltd., 197, Upper Richmond Rd., Kensington, London, S.W.10. Tel. 0082-7253/7154. [C1046]

1953 M.G. TD, 17,500 miles, magnificent condition, flame thrower, pass light, wing mirrors, all tonneau cover, town/country rear: 24, Woodhill Rd., Sheffield. [C1069]

1955 M.G. Midget 1956 series MGA sports 2-seater, red, black leather, screenwashers, one owner, small mileage, spare unused; terms, exchanges.—Rowland Smith, below.

425 gns.—M.G. Midget 1951 TD 2-seater, screenwashers, demister, badge bar, excellent condition: terms, exchanges.—Rowland Smith, below.

375 gns.—M.G. Midget, Nov. 1949, TC 2-seater, Clipper blue, fawn leather, luggage carrier unmarked: terms, exchanges.—Rowland Smith, below.

165 gns.—M.G. Midget 1958 10hp, TA 2-seater, Brooklands steering wheel; terms, exchanges.—Rowland Smith, below.

165 gns.—M.G. 1939 1½-litre sports tourer, TA 2-seater, Brooklands steering wheel; terms, exchanges.—Rowland Smith, below.

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165 gns.—M

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

WARWICK WRIGHT, Ltd., offer:-

1956 Morris Minor 4-door saloon, ivory, red upholstery, heater, 2,000 miles; £595.**1956** Morris Minor convertible, green, green upholstery, 3,000 miles; £545.**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 7961; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

HENLYS offer with 4 months' guarantee:

1953 Morris Minor 2-door saloon, heater, one owner, black with red interior; £445.**HENLYS, Ltd.**, Henlys Corner, North Circular Rd., N.W.1. Finchley 0081. [T055]**1951** Minor 2-door saloon, grey, good tyres, an excellent little car at £345. St. Neots 5697.**1955** 4-door saloon, grey, heater, one owner, immaculate; £525.—Campbell Symonds, Ferriby 4456. [C1037]**1955** Morris Minor, black, low mileage, well maintained, guaranteed; £510.—J. Coxeter & Co., Ltd., Oxford 2275-6. [6985]**1953** Morris Minor 2-door, a very sound car; £425.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]**1953** (Nov.) Minor 3-door de luxe, black, red leather, superb condition, very economical car; £440.—Pigot, Little Budworth 271, Cheshire. [6882]**1953** Morris Minor saloon, ohv engine; £425.—A. Owen (Hendon), Ltd., 100, Hyde, Hendon, Colindale 3185. [C3096]**1956** Minor 2-door saloon, green, 11,500 miles; £530.—Tucker, Springfield, Horton, Swansea, Portwayton 214. [T006]**1956** Morris Minor 2-dr. saloon de luxe, black, works mileage only; £580.—S. V. Robinson's Garage, Kimbolton, Tel. Kimbolton 232. [6964]**1954** Morris Minor convertible, black, red leather, one owner, low mileage, guaranteed; £450.—Kings Motors, 1, High St., Hounslow. Tel. 3555. [C2049]**1955** model Morris Minor 2-door saloon, most carefully kept by one owner, dual colour roof, fit of heater, wing mirrors and chrome wheel finishers; £450.—**FERRARI OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]**£425**!!!—Minor convertible 1953, finished in grey with red leather upholstery, fitted heater, excellent condition throughout, tip-top little engine, and tyres.**CAMDEN MOTORS**, Leighton Buzzard 2041.—Write for catalogue. Showrooms open until 8 p.m. [C1035]**£335**—1951 Morris Minor convertible, Clarendon grey, excellent condition; bargain.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422.**1955** Minor, Traveller's car, fitted with heater, registered December 1954, 15,000 miles, one owner; £530.—Lewis Motors, Gerrards Cross. [3777]**1956** TRAVELLER 1956 de luxe, heater, seat covers as new; £615.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0050/7255/7154. [C1046]**1950** Morris Minor convertible, excellent condition throughout, low mileage, guaranteed; £335.

exchanges and terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 3704 and 5968. [C3034]

1955 Morris Minor Traveller's car de luxe, finished in grey with maroon upholstery, fitted radio.**£645**—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [6595]**£410**—1952 Morris Minor 4-door de luxe saloon, apple green, radio, heater, taxied, one owner, superb condition; terms—Autosnaps, 5, Balham High Rd., Balham 1509. [C1000]**1955** Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantees; prices from £495.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston. Kln. 3151-5. [0046/R]**!!! £495**—May 1955, 4-door de luxe saloon, black with red leather upholstery, 8,150 miles, in almost brand new condition throughout, cost new £700-135. High St. South, East Ham, E.6. Tel. 0046/R. [C0324]**1952** Morris Minor saloon, one owner, works main

tained, spare unused; £365; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. (Nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3055]

1955 Morris Minor 4-door de luxe saloon, black with red leather upholstery, immaculate condition throughout; £6000.—B.M.C. guarantees.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106]**£310**—Morris Minor convertible, 1950, 22,000 miles, maroon, exceptional condition, complete with licence, instruction manual and full tool kit.—Apply Lawrence, 21a, Sinclair Gdns., W.14, on Holland Park Ave. Tel. Shepherds Bush 3367. [T067]**1955** (July) Morris Minor 2-door de luxe saloon, low mileage, some corrosion, semi-new, and many other extras, condition as new; £535.—Staford Rd., Wal-

ington, Croydon 6677, also High St. Croydon.

and Burgh Heath 2376. [C2056]

MAYFAIR GARAGES, Ltd., 1956 Model (Nov., '55)

Morris Minor convertible, in green, with heater,

5,000 miles, as brand new; £535.—Staford Rd., Wal-

ington, Croydon 6677, also High St. Croydon.

and Burgh Heath 2376. [C2056]

PRIDE & CLARKE, 1956 Morris Minor 4-door

saloon, 4,000 miles; £559; 1956 2-door de luxe,

3,000 miles; £559; 1956 2-door, 17,000 miles, heater,

heater, from £495; 1954 2-door, £495;

1952 £369; 1953 £329; 1956 convertible, 5,000

miles; £499; 1955 7,000 miles; £499; 1952, one owner,

£339.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

MORRIS MINOR

3400 miles, completely unblemished and almost indistinguishable from new. August 1956, de luxe 4-door saloon, undersealed, leather, heater, overriders, twin visors, undersealed, spare tyre unused, one private owner; £795gn; terms, exchanges.—Rowland Smith, below.**325**—Morris Minor, 1949, saloon, maroon, fawn Smith, below.**275**—Morris Minor, 1949, saloon, maroon, fawn Smith, below, unmarked; terms, exchanges.—Rowland**275**—Morris Minor, 1949, saloon, maroon, fawn Smith, below.**275**—Morris Minor, 1949, tourer, electric clock, good tyres; choice of 6 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]**275**—Morris Minor, 1949, tourer, electric clock, good tyres; choice of 6 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). 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OLDSMOBILE

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1956 Oldsmobile Super 88, unregistered, 2-door holiday, r. & h. power brakes, electric windows and many other extras, list price.

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1956 Oldsmobile 98, 4-door holiday unregistered, r. & h. power brakes and steering, electric windows and many other extras, list price.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

1950 Oldsmobile Rocket 88, radio, heater, hydraulic drive, bargain; £475.

SCOTT CARS, 341-57, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7775. [C4016/1]

1955 Oldsmobile Rocket 88, automatic transmission, power steering, power brakes, radio, heater, front seat belts, £600.

LEX GARAGES, Ltd., Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [C4031]

Oldsmobile Spares and Service
REPAIRS and service by sole U.K. distributors, Lex Garages, Ltd., Workshops and spare parts, 7, Pembroke Villas, London, W.11 (Near Westbourne Grove). Bayswater 6626-7. [0627/R]

OPEL
B. J. HUNTER, Ltd., offer:-

1951 Opel Olympia saloon, 1.h.d., very strong and reliable car; £225.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

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A REEFMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874-5. [0513/R]

PRIDE & CLARKE, Opel stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [C4018]

EIGHT years' servicing experience! Parts, U.G.'s, fittings, guaranteed engines, suspensions, gear boxes, seat covers, £4/10; cars bought—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100]

PACKARD
1935 Packard Straight 8 convertible, bronze, 34,000 miles only, photographs available; £225.

THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford, Guildford 67227-8. [C3098]

175 gas—Packard 6, 1939, touring saloon, black, grey cord, steering column gearshift, overdrive, excellent condition, no extras, list; open 5½ week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1956 italy as new, genuine 4,500 miles, one two imported, powered automatic through, £1,000, £1,200, £1,400, £1,600, £1,800, £2,000, £2,200, £2,400, £2,600, £2,800, £3,000, £3,200, £3,400, £3,600, £3,800, £4,000, £4,200, £4,400, £4,600, £4,800, £5,000, £5,200, £5,400, £5,600, £5,800, £6,000, £6,200, £6,400, £6,600, £6,800, £7,000, £7,200, £7,400, £7,600, £7,800, £8,000, £8,200, £8,400, £8,600, £8,800, £9,000, £9,200, £9,400, £9,600, £9,800, £10,000, £10,200, £10,400, £10,600, £10,800, £11,000, £11,200, £11,400, £11,600, £11,800, £12,000, £12,200, £12,400, £12,600, £12,800, £13,000, £13,200, £13,400, £13,600, £13,800, £14,000, £14,200, £14,400, £14,600, £14,800, £15,000, £15,200, £15,400, £15,600, £15,800, £16,000, £16,200, £16,400, £16,600, £16,800, £17,000, £17,200, £17,400, £17,600, £17,800, £18,000, £18,200, £18,400, £18,600, £18,800, £19,000, £19,200, £19,400, £19,600, £19,800, £20,000, £20,200, £20,400, £20,600, £20,800, £21,000, £21,200, £21,400, £21,600, £21,800, £22,000, 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1950 Riley 1½-litre saloon, black/green, heater, immaculate, £485; exchanges terms.

MILHALL SERVICE, 35, South Edwarde Square (nr. M)

Kensington High St., W.8. Western 4351.

[C3094]

1950 Riley drop head foursome, complete engine overhaul and repaint; £495.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent

Mews, Hyde Park Corner. Tel. Slo. 5215. [C4036]

1949 Riley 2½-litre saloon, green, with green leather, fitted heater, etc.; irreparable.

MCLAREN & COX, Ltd., 926, High Rd., North Finchley, N.12. Tel. 0880/6907-8.

value: £395.

1955 (June) Pathfinder, unmarked, as new, 1½-litre, condition throughout; £695. [Harrov. 0646]

BARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 5348. [0078/R]

£130—1935 Riley Kestrel, in excellent condition, one of the best we have seen; deposit £65.

E. CASEY, Ltd., Willesden 4548. [0922]

1954 Riley 1½-litre saloon, black, with green interior, fitted heater, 23,000 miles, one owner, excellent condition throughout; £760. [C3093]

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2235. [C4084]

1953 (Aug.) 2½-litre R.M.P. series, grey, impeccably maintained and outstanding condition throughout; £675.

L. Ltd., Grange Rd., Garage, Grange L. Rd., Thornton Heath. Tel. 3347. [C4043]

1954 (July) Riley 1½-litre saloon, grey, maroon leather, radio and heater, one owner, genuine 26,000 miles; £750.

1947 (May) Riley 1½-litre saloon, black, brown leather; £375. [Grosvenor Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. 2276.] [C2109]

1955 Riley 1½-litre, low mileage, heater, one owner, as new; £835. [Tolworth Motors, Ltd., by-Pass, Tolworth, Elmbridge 2254.] [C4081]

1953 (late) Riley 2½-litre saloon, black, moderate mileage, carefully maintained and in excellent order throughout; £600. [Curlew Garage, Ltd., 25 Morton-in-Marsch. 16795]

1½-litres Riley's 1948 and 1949, both exceptional condition; prices on request.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth (Southbourne 43344).

1955 Riley Pathfinder saloon, finished in grey with grey upholstery, fitted wing mirrors, recorded mileage 21,000; £950. [University Motors, Ltd., Piccadilly, W.1. Grosvenor 4141.] [C3097]

1954 Riley 1½-litre saloon, finished black and beige leather with beige leather upholstery, fitted heater, radio, etc., one owner, 18,000 miles only, an exceptionally clean car; £765.

OLD HILL MOTORS, Ltd., Halesowen Rd., Old Hill, Staffs. Tel. Cradley Heath 6247-8. [7001]

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0446/R]

1159s.—Riley 1936 1½-litre Falcon sports saloon, sliding hood, black, 23,000 miles; £125.

condition; chassis, body, etc., in excellent condition; chassis, body, etc., in good condition; open 9-7 wet-and-dry; £95. [Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.] [C4018]

1955 (Nov.) Pathfinder, dark green, 23,000 miles, one owner; £945; 1949 (Nov.) Riley 2½-litre, black, reconditioned engine, heater, good condition; £425. [Reader Garage (Wellington), Ltd., Watling 1725, Wellington, Shropshire. Tel. 162-3.] [C4019]

1½-litre Riley saloon, 1936 model, black, with 1½-litre Riley exterior on the last of the real Rileys, really excellent condition, meticulously maintained by Riley enthusiast, manual gear, overdrive and free wheel; £188.

MERLIN 9 saloon, 1936, grey, blue leather, well maintained, in very nice condition; £139.

CRESSCARS, Ltd., 156, High Rd., Finchley, London, N.12. Tel. 9272. [C125]

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash for Riley.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

WANTED privately, well-cared-for '47-'48 Riley 1½-litre East Grinstead 3589. [C4071]

ALMOST new Riley required immediately.—Morley A 76, Cambridge Rd., Kingston, Kingston 8925. [W3016/R]

YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [W2048]

TOP price paid for good Riley.—H. F. Edwards, 33-34, Upper High St., Epsom, Surrey. [W2001]

POST-WAR Rileyas, including I.H.D.—Garage Service Co., Ltd., 9, Hoop Lane, London, N.W.1. Speedwell 4411.

URGENTLY required 1947/55 Riley 1½-litre saloons. [W2019]

GIBSONS Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275.

Riley Spares and Service

FRANK L. HALL for Riley.—Specialized sales, repairs and spares.—Windsor Rd., Maidenhead. Tel. 715. [0425/R]

HARTLEY'S for Riley's, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [C2046/R]

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [C2038/R]

ASK Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs. [W118]

Whiteley Depot, London Rd., or phone Coventry 2146-7. [C1043]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Tel. 5446. [C0092/R]

Riley Spares and Service

RILEY distributors for 35 years.—Comprehensive list of spares: quotations and advice available; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 607. [0989/R]

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JACK BARCLAY, Ltd

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May 7442 (open until 7 p.m.). [C1032/R]

CAR MART, Ltd.

£4350—Rolls-Royce Silver Wraith Park Ward saloon, registered May 1954.

£2650—Rolls-Royce Silver Wraith touring limousine.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039]

P.B. Ltd., offer:—

1939 Wraith full razor edged sports saloon with division by Windover.

1937 25/30 semi-razor edged sports saloon by Hooper.

PADDON BRIDGE, Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken 9477. [C3085]

H. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1953 Silver Dawn saloon, finished in grey with red side upholstery, 23,140 miles, registered October; £2,250.

1952 Silver Wraith saloon by Freestone & Webb, finished in bronze and green with green hide upholstery, 44,728 miles; £3,650.

WE are interested in the purchase of Rolls cars and such vehicles for disposal.

H. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 5060. [C3032]

MANN EGERTON.

1954 Rolls-Royce Silver Dawn automatic gear saloon, 22,000 miles; £3,850.

1952 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, fawn feather, 52,000 miles; £3,750.

1952 Rolls-Royce Silver Wraith sports saloon by Mulliner, black, beige leather upholstery, 24,000 miles; £3,450.

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006]

JAQUIER, Ltd., offer:—

1939 Wraith owner-driven saloon, 6-light, leather throughout, boot, history; £1,250.

1933 25/30 4-door Connaught saloon, with division, in really excellent condition; £325.

1931 model 20/25, limousine landauette, face forward seats, very good chassis; £265.

THE above cars are in excellent condition and open to A.A. or R.A.C. examination.

JAQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

SWANMORE GARAGE, Ltd.

1937 25/30 Windover 7-seater.

1937 25/30 Freestone & Webb saloon.

1936 20/25 Gurney Nutting saloon.

1176 Christchurch Rd., Bournemouth (Southbourne 43544). [C2024]

RUSSELL MOTORS offer:—

1948 (October) Silver Wraith H. J. Mulliner touring limousine, total mileage 61,000, replacement engine with full flow oil and automatic choke, fitted at 41,000, black and beige leather.

RUSSELL MOTORS (KNOCKSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9286. [C3060]

JACK BOND (West End branch) offers:—

£795—Rolls 25 1936 drop head coupe by James Young, speedometer reads 68,000 which we believe is genuine; a very rare and pretty Rolls in immaculate condition; fitted heater.

1935 25/30 25 sports saloon, choice of 5 from £475.

URGENTLY require for stock immaculate Rolls with sporting and unusual coachwork.

OPEL till 7 every night and Sunday mornings.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079]

BROUGHTONS' OF CHELTENHAM offer:—

ROLLS-ROYCE 1937 Phantom III Hooper limousine, solid tank history; £2400.

S. BROUGHTON & Co., Ltd., High St., Cheltenham. Tel. 2283-4023. [C6918]

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1939 Rolls-Royce Wraith, fitted with sedan with division by James Young, finished in black, in excellent condition; £1,600.—Fell Rd., Croydon. Tel. C0074-5.

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266. [C1096]

SERVICE—Works and Stores: Barnsdale Yard, of Eight Ave., W.8. Cunningham 5936. [C2010]

25/30 limousine 1937. f.f. occasional: £385.—W. B. M. Adams, Giddings, Huntingdon. [C1102]

HEARSEs! Rolls from £1,350. Brochures available.

APEE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1101]

RILEY spares and service.

CLARKE & SIMPSON, Ltd., 43, Sloane St., S.W.1. Tel. Sloane 0436. [C1048]

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ROLLS-ROYCE

JACK ALPS LIMOUSINES.

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LIMOUSINE 1949 Silver Wraith, W.F.C. series, Park Ward, boot, forward occasions, electric partition, heater, immaculate black, £2,250.

LIMOUSINE 1949 Wraith, Park Ward, boot, privately owned, very modern appearance, black; £1,465.

LIMOUSINE 1935 20/25 Thrupp, swept tail, forward occasions, privately owned, outstanding condition; £625.

JACK ALPS LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1105]

JACK OLDING & Co. (Motors), Ltd., official Rolls-Royce and Bentley retailers, offer:—

Silver Wraith saloon, Park Ward, shell grey, maroon hide; £3,975.

1952 Silver Wraith saloon, H. J. Mulliner, black, beige hide, one owner, 30,000 miles; £3,725.

1947 Silver Wraith 7-seater limousine de ville, H. J. Mulliner, black, one owner; £2,975.

***PASSED** by our officially appointed service works.

AUDLEY House, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3030]

1933 20/25 owner-driver Hooper sedan, mechanically perfect, genuine, 20 m.p.g.—Box 5291. [C693]

FOR saloons and limousines, all models, you might favour us with a call—Claude, Sutton, St. Peters Rd., Hammersmith. Riverside 7644. [C4075]

MASCOT MOTORS Ltd., offer guaranteed cars only for large comprehensive stock:—

1937 30hp James Young sports saloon, dark green, leather seats, cream overhauled, £1,200.

1936 25hp Calthorpe fixed head coupe, black and grey, brown leather, recent overhaul.

1934 25hp Gurney Nutting sports saloon, with drop-top, £1,150.

1933 25hp Windover sports saloon, midnight blue.

1937 25hp Limousine, £1,150.

237, Kensal Rd., London, W.10. Ladbrooke 1231-2. [C2007]

THE SOUTHERN MOTOR Co. specializes in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400-£600.

WORKS, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport) Office: Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437.

10554

1949 Rolls-Royce Silver Wraith owner driver engine overhaul, really immaculate throughout; £2,075.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Sloane 5215. [C4035]

CASS'S MOTOR MART—1936 Rolls-Royce 20/25 Barker limousine, sweep back, black, very carefully used. [C2040]

ROLLS 20, 1934, Replica foursome coupe, in cream and maroon, fitted P100 headlamps, condition good; £195.—Picke, Enchmarsh, Leebotwood, Shropshire. [C2035]

£265—1935 series 20/25 owner-driver Mulliner saloon, £1,150.

1935 25/30 limousine, terms, hire purchase—Childers Cars, 1 Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2600. [C1045]

EDWARDS & Co. (BOURNEMOUTH) Ltd., Bournemouth 1223-5, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock.

19835

1932 Rolls-Royce 20/25 limousine, excellent condition; £225.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

1953 Rolls-Royce Silver Wraith saloon, Park Ward, black/shell grey, short way, radio, heater, 30,000 miles from new; £3,950.—A. Owen (London), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]

45000 miles only—Rolls-Royce 1933 20/25 4-door 6-light saloon with coachwork, £2,795.

winding division and F.S. occs. one family since new. whole car in outstanding condition; £450.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082]

1954 (Nov.) Rolls-Royce Silver Dawn, with automatic gears, velvet green and silver, 13,000 miles only, one owner; whole car as new; £3,650.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082/1]

COUPÉ 1938 30hp Gurney Nutting, complete with radio, heater, etc. etc.; exceptional condition throughout, large rear boot, bargain at £795.—Chipstead Motors, 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0327/753-754. [C1046]

£799—1938 Rolls-Royce 30 horse power with magnificient razor-edge sedan saloon, sports saloon body work by Hooper, owner driver style, with occasional seats, as modern as post-war models, in magnificent and rare condition.

AMB'S OF WOOD GREEN (Established 1897): 100 guaranteed cars, exchanges, hire purchase—421-422, High Rd., Finchley, Finchley 6222. [C2052]

A & S LTD. 1937 Series 25/30hp owner-driver Saloon with built-in boot, black, brown hide, £1,200. [C1047]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1048]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1049]

A & S LTD. 1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1050]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1051]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1052]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1053]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1054]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1055]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1056]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1057]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1058]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1059]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1060]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1061]

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, £1,200. [C1062]

1937 Series 25/30hp owner-driver Saloon

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

£200—1927 Rolls 20 sports saloon, rebodyed circa 1935, passing fair all round.—Meredith, F. T. man 6070.

1952 (December) Rolls-Royce sports saloon, b.c.s. with red leather upholstery, 4½-litre engine, immaculate condition throughout, radio, heater, fitted suitcases 26,000 miles on.y. cost £7,500 new; offered at £5,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 185. [C1016]

1953 (September) Rolls-Royce Silver Wraith, 6-seater, 2-tone grey with beige leather throughout, tailored covers, radio, twin speakers, heater, rear window demist, mohair rugs concealed lighting, etc.; moderate mileage, and one owner from new; this magnificent car has been maintained in new condition throughout; £3,250 for quick sale; will consider exchange cheaper car. 4. Baginton Rd., Coventry. Tel. Coventry 68349/4. [C2102]

1937-8 (October) Rolls-Royce, 25/30hp, owner driver, full 5-seater Barker saloon, in absolutely superb condition throughout, finished in black with tan leather interior, after all new tyres, Ace wheel discs, twin chrome large trumpet Windtune horns, twin chrome exterior mirrors, chrome Lucas pass lamp, heater, complete tool kit and instruction books; this car has been maintained regardless of cost and every whimberance we have the full history of this car from new, the total mileage is 77,000; taxed yearly, the mechanical condition and handling qualities of this car are beyond compare; to ride in this car is to experience motoring as it should be, and makes one wonder £650. M AIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

Rolls-Royce Cars Wanted

CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.I. (Corner of Piccadilly). Gpo. 3434. [0970/18] R OWLAND SMITH'S THE Car Buyers.—Highest cash price for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham 6041.

1937-40 saloon, price under £500.—Holgate 456.

1937-24 Northway, Maghull, Liverpool. Maghull 6872.

TOP price paid for good Rolls-Royce.—H. F. Edwards, 154, Great Titchfield St., London, W.I. London 0012.

1930-5 Rolls 20-25, attractive D.H. coupe, full particulars, private enquiry, all letters answered.—Box 5274.

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 3101.

GEORGE NEWMAN & Co., purchase for cash post-war Rolls-Royce cars.—365, Euston Rd., London, N.W.1. Euston 4466 (12 lines).

A LPE & SAUNDERS Ltd. require Rolls-Royce Limousines. Good prices for cars in above average condition.

A & S Ltd. Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. [W1066]

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.I. Mayfair 5242. Open 7 p.m.

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly pre-war models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R]

R OLLS-ROYCE required, automatic transmission, for exchange for lovely country house or building land.—Box 677, Smiths, 19-21, Corporation St., Birmingham, 2. [16807]

ROLLS-ROYCE post-war saloon (touring limousine) considered, 1948 to 1950; advertiser offers in part exchange 1947 (Oct.) Bentley S.S. saloon, 59,000 miles, all modifications, maintained regardless of expense.—Major Clark, Horningshield Hall, Leicestershire. [16851]

Rolls-Royce Spares and Service

A SERVICE unequalled.

SOFFICIAL repairers Rolls-Royce cars

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2225 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1014/R]

CHARLES POLLITT, Ltd., officially appointed retailers and repairers. 18, Berkeley St., W.I. Mayfair 6266.

SHOWROOMS, 18, Berkeley St., W.I. Mayfair 6266.

SPARE parts.

SERVICE Barnesdale Yard, off Eign Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R]

MASCOF MOTORS Ltd. Rolls-Royce and Bentley Specialists, complete engine overhauls, coachwork repairs.—257, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [S13007]

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce/Bentley service, overhauls and renovations.—24-30, Holland Park Ave., Kensington. Park 777. [S13030]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362.

ROVER 10, 1946; £350.—Bookham 5461. [16642]

1939 Rover 10 saloon, exceptionally nice; £225.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098]

AUTOSALES (LONDON), Ltd.

ROVER 12

1939 Rover 12 saloon, finished in black, brown leather interior, recently fitted with replacement engine, an immaculate car, absolutely unmarked; £250.—Belsize Rd., N.W.6. Maida Vale 5555-2155.

ARCHIE SIMONS & Co., Ltd.—1947 (Dec.) Rover 12 saloon, colour grey, maroon leather upholstery, one owner since new, nominal mileage, in excellent condition in every way; £75.—St. Portland St., W.1. Lan. 1343. [C4013]

ROVER 16

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1947 Rover 16 saloon, black, fitted heater, nice condition throughout; £270.—Fell Rd., Croydon. Tel. Croydon 7464. [C1098]

AZ MOTORS offer immaculate 1947 16 sports saloon; £225! Also 1936 12 saloon; £95.—Palmerton Rd., N.W.6. Maida Vale 4723.

1947 (December) Rover 16, one owner, taxed, taxed faultless; £275.—Bruce Francis, 8a, Craven Mews, South Kensington. Flaxman 0513. [C4006]

295 gns.—Rover 16, October 1947, saloon, grey, sliding head, blue leather, radio, heater, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

ROVER (60, 75 and 90)

WM

1954 Rover 90, black, mileage 20,000 approximately, virtually identical to new, certainly the best one fitted with a fully opening Woodcock roof; £275.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]

CAR MART, Ltd.

£525—Rover 75 saloon, heater, registered April 1950.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039]

G. S. HALL offer:—

£200!! Under list, 1956 Rover 90, grey, red leather, special H.M.V. radio, very low mileage, completely as new; part exchange welcomed; £30.—King St., Hammersmith, W.6. Riverside 1200. [C2100]

B. J. HUNTER, Ltd., offer:—

1955 Rover 90 saloon, superb condition throughout, unbreakable at £975.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2046]

H. BEART & Co., Ltd., offer:—

1948 Rover 75 saloon, one owner, excellent value; £305.

1956 model Rover 90 saloon, fitted loose seat covers, radio, genuine 5,000 miles and virtually like new throughout; £1,195.—102, London Rd., and High St., Kingston-on-Thames. Kingston 5345. [C1061]

GATEHOUSE MOTORS offer:—

1954 Rover 90, dual grey, heater, 18,000 miles; £825.—Highgate Village, London, N.W.6. Mountview 4444. [C2021]

H. A. SAUNDERS, Ltd., offer:—

1955 Rover 90 saloon, grey, grey upholstery, heater, rec. mileage 10,000; £1,085.

H. A. SAUNDERS, Ltd., 88-92, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C2092]

HENLYS offer with 4 months' guarantee.

1954 Rover 60 saloon, black with red interior; £845.—Parkway, Regents Park, N.W.1. Gulliver 5721. [T0626]

HENLYS offer with 4 months' guarantee.

1954 Rover 75 saloon, loose covers, one owner, green with green interior; £895.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.1. Finchley 0081. [T0544]

1952 Rover 75, black/green; £650.—Below.

1956 Rover 90, black, tan, radio, spot lights, etc.; £1,235.—Odeon Motors, Ltd., Bar. 1144. [C2028]

1952 blue, one owner, 28,000 miles, radio, loose covers; £650.—Tel. Lab. 6538. [T0293]

£875—1954 Rover 90, green and green, one owner, 21,000 miles, heater, new tyres. [C3028]

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead 3431-2. [C3011]

1956 Rover 90 saloon, overdrive, radio, one owner, 5,000 miles; £1,250. [C3012]

TAYLOR & CRAWLEY, 33, Grosvenor Crescent, New Hyde Park Corner, Tel. Slo. 5213. [C4036]

OVER 60 1955, green, 9,500 miles, excellent condition, one owner, Flintlock; £1,000; view by appointment in Surrey.—Box 5260. [E6292]

1955 Rover 90 saloon, green, radio, one owner; £1,050.—Caffyns, Ltd., Seaford, Sussex. [E6295]

1950 (April) Rover 75 P4, colour ivory, radio and heater; £485.—Bognor Station Garage, Bognor 2102. [E6476]

1954 Rover 75, engine overhauled, radio, moderate mileage, guaranteed; £265.—J. Coxeter & Co., Ltd., Oxford 2275-6. [E6793]

1956 Rover 90, low mileage, immaculate condition, guaranteed; from £1,135.—J. Coxeter & Co., Ltd., Oxford 2275-6. [E6976]

1955 model Rover 75, one owner, low mileage, carefully maintained, guaranteed; £1,050. [E6797]

1954 (March) Rover 90 saloon de luxe, one owner, negligible mileage, black, red; £750. quick sale, terms, 12, Church St., Luton 4212. [E6951]

1954 Rover 60, sage green, one owner, moderate mileage, excellent condition throughout, guaranteed; £795.—J. Coxeter & Co., Ltd., Oxford 2275-6. [E6978]

ROVER (60, 75 and 90)

CASSI'S MOTOR MART.—1953 Rover 75 saloon, black, genuine, 10,000 miles, one owner; £795. [C1010]

1956 (June) Rover 90, black, overdrive, guaranteed; £1,275.—Campbell Symonds, Wembley 6262. [C1037/2]

1954 model Rover 75, one owner, as new; £795.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

1954 90, low mileage, one titled owner, absolutely as new; £895.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

ONE only, 1956 90, grey with red upholstery, technically shop soiled.—Harris Mayes & Co., The Ace of Hearts Garage, Watford 4026. [T0782]

1955 Rover 90 saloon, one owner, unquestionable, £1,025, and 1953 Rover 75, £750. Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1954 Rover 60, 27,000 miles, green, interior, H.M.V. radio, heater, chauffeur maintained, excellent condition.—Evans, 5, Aberdare Rd., Cwmbran, Abertillery. [T0783]

1953 Rover 75 saloon, one owner, black, radio, etc.; £250.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C2057]

1948 Rover 60 saloon, excellent mechanical condition; £510.—Garage Service Co., Ltd., 1013 Finchley Rd., Golders Green, N.W.11. Speedwell 4412. [C2019]

1954 Rover 60, two-tone grey, radio, heater, a beautiful car; £795.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C2096]

1950 75, with 1954 modifications, exceptional condition, 46,000 miles, one owner; £500; consider exchange smaller car.—Parkside Drive, Edgware. Sta. 7073. [T0766]

1956 new also unregistered 90, green, present list price £1,465, offered at £1,295.—Ellotts of Bideford. [E699]

1956 (May) Rover 90 saloon, black with brown leather, fitted overdrive, 3,000 miles; £2,125.—Rippon Bros., Ltd., Huddersfield. Leeds, Sheffield and Bradford 2221. [C1010]

1948 Rover 60 de luxe saloon, grey, maroon hide, heater, spotless; £2385; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C2056]

1948 Rover 75, black leather, heater, condition as new throughout; £395. H.P. terms and exchanges.—E.R.C. Services, 5, Sunnendeans, Edgware Hill, N.10. Tel. 3075. [C2033]

1955 90, licensed Nov. 1954, 18,000 miles, one owner, chauffeur maintained 2 sevens, red upholstery, perfect condition; what offers over £225?—147, Vendover Rd., Aylesbury, Bucks. Ayl. 322. [C2023]

1948 (June) Rover 75 saloon, green, radio, heater, etc. exceptional condition throughout, terms exchanged.—Clark Britannia Garage, Bridlington, Yorks. Tel. 4056, evenings 2261. [E678]

1954 Rover 60, dual grey with grey leather, underealed, one careful owner, supplied and maintained by us, really immaculate; £750.—Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. [C2033]

1956 (July) Rover 90 saloon, bucket seats, 2,700 miles, £1,250; also 1956 (May) Rover 75 saloon, overdrive, radio, 4,900 miles, £1,245; 4 months written guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2027]

HATTON Birmingham.—£1,150. 75, June 1956, 10,000 miles, one owner, green, H.M.V. radio, cost new with numerous extras £1,475; also Rover 60's from £745 and 1954 Rover 90's from £825; all very nice cars; terms, exchanges; distance no object.—Hatton Motors, Ltd., 71, Broad St., Birmingham, Midland 2437. [C2097]

1956 (July) Rover 90 saloon, bucket seats, 2,700 miles, £1,250; also 1956 (May) Rover 75 saloon, overdrive, radio, 4,900 miles, £1,245; 4 months written guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2027]

COOMBS & SONS (GUILDFORD), Ltd. Urgently require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [C0242/R]

ROWLAND SMITH'S THE Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

LAND-ROVER

WILLIAM HAROLD PERRY, Ltd., 1105-1111, High Rd., N.20. Tel. Hillside 6621. [C1014]

1955 van-type body, 4-wheel drive, etc., one owner, very good condition; £435; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., N.20. Tel. Hillside 6621. [C3042]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer:—

1955 Land-Rover; extras of 3, all in excellent condition; from £450.

1954 Land-Rover, 14,000 miles, signals, vacuum trailer brake, exceptional condition; £430.

1952 Land-Rover, 27,000 miles, extras include twin screen wipers, screen wash, seats in rear, fog and spot lamps, a screen wiper, a carefully maintained vehicle; £215. 51 months' guarantee; hire purchase.

COUNTRY enquiries welcome; representatives for all districts.—High Rd., South Woodford, London, E.18. Wan. 0056. [C2039]

1955 (Dec.) Land-Rover, one owner, excellent condition; £450.—Caffyns, Ltd., Seaford, Sussex. Tel. 3264. [E6908]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAND-ROVER

£190—1951 Land-Rover, very carefully used; terms, exchanges.—Searle, Ltd., 14, Bridge Rd., Chertsey 2389. [C4069]

1951 Land-Rover, two owners, carefully used, guaranteed; £265.—J. Coxeter & Co., Ltd., Oxford 2275-6. [C1695]

1954 Land-Rover, one owner, well maintained, new hood, recoloured, etc., guaranteed; £240.—J. Coxeter & Co., Ltd., Oxford 2275-6. [C1694]

1953 Land-Rover, extensively overhauled, one of a large number on local estate, guaranteed; £350.—J. Coxeter & Co., Ltd., Oxford 2275-6. [C1693]

Land-Rover Cars Wanted

ROYAL SMITH'S, the car buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WANTED—Low mileage 1952-1955 Land-Rover.—Write Oakwood House, Box Hill, Tadworth, Surrey. [C1692]

HARVEY HUDSON, Ltd., the nation-wide Land Rover specialists, wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 585, Euston Rd., N.W.1. (Euston 1684.)

MANCHESTER (Blackfriars 7043).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Cambridge 77).

HOUNSLAW (Hounslow 3454).

FINCHLEY (Finchley 6081).

BEARTS, of Kingston, Rover Specialists, 10029/R spares, repairs—102, London Rd., Kingston, Kingston 5338. [W4018/R]

Rover Miscellaneous Cars Wanted

1949/50 Rover 75.—Particulars to Adey, 35, High Grove, Sea Mills, Bristol, 9. [C499]

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 5338. [W4018/R]

ROYAL SMITH'S the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TOP price paid for good Rover.—H. F. Edwards 28-34, Upper High St., Epsom, Surrey. [C1694]

5611. Rover Spares and Service

KJ MOTORS, Ltd., parts, reconditioned units, Girling and Radialmole agents, Bromley, Ray. 2456. [C1695]

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tel. 1222. Main Rover dealers for Croydon.

LEATHWOOD'S GARAGES, Ltd., 367, Limpfield Rd., Sanderstead. Tel. Sanderstead 4478. Main Rover dealers for Croydon.

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp recommended exchange engines.—30, Highgate Rd., N.W.5. Gulliver 4604. [C1692/R]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and District.—131, Alexandra Rd., Wimbledon, Tel. 088-4222.

LHIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spare and specialized service.—Tel. Datchet 54. [C0047/R]

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [C1695/R]

SIMCA

H. C. PAUL, Ltd.

1956 Simca Chatelaine, utility, blue, mileage 500 only; £865. Simca Elysee saloon, grey, 2,000 miles; £815.

1956 Simca Elysee saloon, black, new and unregistered; £860. (Nov. '54) Simca Aronde saloon, dark green, mileage 5,700 only, one owner; £625-32. Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C1690]

1956 Simca Elysee saloon, 6,000 miles.—Automobiles Ltd., Southampton St., Winchester. Tel. 4865. [C1691]

CHOICE of 3 Elysee saloons, 80 mph, 35 mpg; trade enquiries invited.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx., or Tel. Perivale 5501. [C1692/R]

1956 Simca (reg. October, 1955) excellent condition throughout, fitted radio, heater; £595.—Parsons & Parsons (Garages) Ltd., Potters St., Harlow, Potter St. 121. [C1693]

Cars Wanted

ROYAL SMITH'S the Car Buyers.—Highest cash paid for Simca.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SINGER

WM (reg. October, 1955) Singer Hunter de luxe saloon, black, with red upholstery; £840.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (near Baker St. Station). Welbeck 1139. [C1694]

TOM GARNER, Ltd., offer:—
1956 Singer Hunter special saloon, blue, 2,500 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-7. [C2020]

WARWICK WRIGHT Ltd., offer:—
1956 Singer Hunter de luxe saloon, grey and black, red upholstery, radio and heater, 10,000 miles; £855.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C1695]

SINGER

COOMBS & SONS (GUILDFORD), Ltd., offer:—
SINGER SM1500 saloon, finished in light blue with grey interior, fitted heater, one lady owner, 15,000 miles only, condition as new; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907. [C1057]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
Singer 30, £235-355, High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]

1954 SM1500 saloon, one owner, 15,000 miles only, many extras; £545.—Lee & Son, Bardiney, Lincoln. Tel. 203. [T7005]

1952 Singer SM1500 saloon, finished in blue celuloose, immaculate throughout; £395.—Jack Pozner Automobiles, 393, Hendon Way, N.W.4. Hen. 1963

125 cars.—Singer Super 10 1947 de luxe saloon, beige, sliding head, maroon leather, good condition, terms, exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C16918]

1956 Singer Hunter de luxe, grey with red upholstery, fitted heater, demisters, screenwashers, twin spots, Aco Rimbellathers and overriders, 6,000 miles only, immaculate condition; £765.—F. Fairman & Sons, Ltd., Tel. Totter 17. [C1693]

Singer Cars Wanted

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Singer Spares and Services

THE Singer agents for spares, service, repairs.—Automobiles, Ltd., Lowther Garage, Ferndale Rd., W.S.13. Ryderside 8286. [C1692/R]

LIVERPOOL distributors, specialized sales, service and spare facilities.—Lime Street Garages (Liverpool) Ltd., 5, 7, 9, Redcross St., Liverpool, 1. Tel. Central 7851/2/3. [C1692]

ALENTHORPE, BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley St., Bristol, 22514. [C1692]

1956 Singer Somerford, South Lancashire, North Cheshire; specialized sales, service and spare facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (Deanegate) 4080, and 176, Deanegate, Manchester (Deanegate) 4057. [C1692]

SPORTS CARS

B& G. MOTORS offer:—

£325—Ford 10 Special 2-seater, post-war model (1947) but completely rebuilt in 1955 at enormous cost, new engine which has been 1955 on compression raised and special S37 manifold and twin carburetors fitted, etc. Fibreglass body looking like a small Austin-Healey; only 4,000 miles or so alleged to have been done since rebuild, which included new front end, new rear axle, etc. Bluesteel wheel, modern windscreens, 80 mph, with home-made seats, taking acceleration and nearly 50 m.p.g.; finished in Ivory, winking indicators, etc. etc.

£225—M.G. 10 TA sports 2-seater, lovely red cellulose.

£165—M.G. 8 PA sports 2-seater, in spotless red cellulose.

£150—M.G. 8 PA sports 4-seater, green, new tonneau cover.

£175—Citroen 12 sports saloon, absolutely immaculate.

£115—Singer 9 Le Mans 2-seater, red, slab tank, etc.

£110—Wolseley Hornet Daytona 4-seater, red.

£95—Austin 747cc Ulster T.T. 2-seater, green.

£90—Vale Special 8hp sports 2-seater, cream.

£65—M.G. 8 sports 2-seater, good tyres and battery.

MANY, many others, easy terms.—B. & G. Motors, 194-2, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1692]

CHARLES SIMPSON, the House of Quality.

SLECTION.

1955 M.G. TF, red/cream, very low mileage, im-

1952 M.G. 11/12, satin bronze, low mileage speci-

1949 M.G. TC, ivory, 7 h.p., recond. engine; £399.

1949 M.G. TC, red/red, plastic hood, curtains, etc. etc. low mileage specimen; £409.

1949 M.G. TC, red/cream, new hood, etc., exc. cond.; £379.

1949 M.G. TC, black/red, new hood, etc., exc. cond.; £369.

1948 M.G. TC, black/red, superb cond.; £349.

1949 M.G. TC, black/red, specimen car; £339.

1946-7 M.G. TC's from £229.

1949 Alvis TA d.h., r.h.r., one owner new plastic hood, recoloured; £469.

1952 Jowett Jupiter, red, r.h.r., h.r., etc., superb cond.; £449.

1951 Jowett Javelin de luxe, r.h.r., specimen car; £429.

1940 M.G. TB Tickford, r.h.r., crimson/cream, outstanding specimen; £319.

1936 M.G. PB, new hood, etc., perfect little car; £179.

1949 Triumph Roadster, pillar-box red, new plastic hood, etc., outstanding specimen; choice of 5 from £359.

1949 Ford Pilot, r.h.r., low mileage; £299.

1955 Singer 9 roadster, red, 1947, £295; Singer 9 roadster, black, 1951, £155.

1947 Riley Pathfinder, overdrive, green, new; £1,475.

1948 Riley Lynx, tourer, black, 1938, £215.

1947 Renault Dauphine, Imperiale red, new; £769.

1952 Rolls-Royce Ph. II limousine, 1952, £225; Rolls-Royce 25 saloon, 1952, £145.

1949 Singer 9 roadster, red, 1947, £295; Singer 9 roadster, black, 1951, £155.

1948 Sunbeam Alpine coupe, red, 1954, £740.

1948 Sunbeam Alpine coupe, red, 1954, £740.

1948 Sunbeam Talbot 90 saloon, grey, 1951, £495.

1948 Swallow Doretti, hard top, green, 1954, £635.

1950 Triumph 1800 Roadster, grey, 1948, £365; Triumph 1800 Saloon, 1950, £365.

1955 Triumph TR2, blue/white exterior; £745.

1955 Triumph TR2, every extra; 1955, £745; Triumph TR2, one owner, red, 1955, £725.

1955 Triumph TR2, one owner, green, 1955, £695.

1951 Wolseley 15/50 saloon, black, 1951, £345.

OUR worry is to maintain our selection; please offer us your car.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx., Ealing 8841. [C3041]

ROYAL SMITH'S for sports cars.

765—M.G. 1956 series MOA 2-seater, red, one owner, small mileage, spare unused.

525—Jaguar 1958 XK120 super sports 2-seater; £245gns.

425—M.G. Midget, 1951 TD 2-seater, screen washers, doorsteps, badge bar; £245.

375—blue, unmarked; 1958 10hp TA 2-seater, 165gns.

295—blue, unmarked; Frazer Nash-B.M.W. 1958 2-litre 528 convertible sports coupe, grey, red leather.

295—grey; Singer 9 1950 sports roadster, 4-speed gear.

295—grey; 1950 Singer 9 sports roadster, 529gns.

165—racing green; 1950 Aston Martin 1½-litre short 2-seater, dry sump engine, 175gns; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

SPORTS CARS

CRESCARS, Ltd.

FOR the best value in Sports Cars see under Allard. M.G., Riley, Triumph, Jaguar XK120—156, High Rd., E. Finchley, N.2. Tudor 9272. [C1125]

PERFORMANCE CARS, Ltd.

THE greatest collection of guaranteed sports cars ever shown under one roof.

WITH a sprinkling of good popular cars so difficult to find nowadays.

OFFICIAL M.G. Morris, Riley, Singer and Wolseley contractors, distributors for Renault.

OVER 300 guaranteed vehicles in stock.

IMMEDIATE hire purchase terms—no guarantors or references.

STAPLES CORNER, Hendon, N.W.2. Tel. Gladstone 1921 and 1246. Open every day from 9 a.m. to 8 p.m. and on Sundays. [C4098]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHILTERN CARS.—See our advertisement under "M.G. Midget" and "Rolls-Royce." [C1045]

THE CHEQUERED FLAG (Sports Car Specialists), Ltd., Fulham Rd., S.W.6. Renown 6105.

PLEASE watch this column for announcement concerning our imminent move to larger premises.

RILEY Lynx 1942 good-looking 4-seater tourer, black or red; from £165.

SSO 100 potent cycle wings 1959 £195.

M.G. TA 10hp open 2-seater, 2, red or black.

M.G. K3 super sports 2-seater, red, blown or unblown. 15in brakes new tyres and hood; £225.

LILLARD K1 2-seater sports, impressive looks and performance. 1950 £250.

ASTON MARTIN 1½-litre Le Mans short 2/4, blue, really superb. Layzell overhaul; £245.

M.G. sport/racing special TC unit, lined to 1.087cc.

M.G. chassis 16in wheels; £265.

BUCKLER streamlined M.V. 2 2-seater, red, speed without economy. 1955 £255.

MORGAN 4-seater, Oxford blue, Sept. 1949. £225. Riley 9 streamlined special. £245.

DELLOW 1.172cc sports 2-seater, red/beige cockpit, overhauled. 1951 £345.

M.G. TC sports 2-seater, spotless B.R.G., several examples. £265.

M.G. TF 2-seaters, 2 specimen examples, red or B.R.G., both 1954 £245.

JAGUAR XK120, pale grey, all C-type mods., especially fast, 1951 £555.

MORGAN 4-seater, Oxford blue, Sept. 1949. £225. Riley 9 streamlined special. £245.

M.G. 1½-litre aerodynamic sports/racing car, 1955: £750.

GRAHAM A. WARNER will be pleased to give particulars of any of the above; deferred terms, insurance and part exchange available; highest cash prices for sports and competition cars.

THE CHEQUERED FLAG (Sports Car Specialists), Ltd., Fulham Rd., S.W.6. Renown 6105.

REAL opportunity, the ex D. C. Pitt [C124]

R.M.G. 1½-litre 1947 Empress Trophy, 15in. two leading show hydraulic 2 type head and exhaust, Dunlop racing covers, 600×16 rear, Marshall blower; offers please.—Richardson, Uxbridge 2062.

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SLOCOMBES, Ltd.

We are interested in the purchase of all types of sports cars and drop head coupes in first-class condition only.—38/52, Dudden Hill Lane, N.W.10. Willesden 4665.

JH. BARTLETT will pay more for all types of road sports cars.—26, Pembroke Villas, W.11. [W1013]

TOP price paid for good sports cars.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham [W2003] 002.

Spots Cars Spares and Services—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. River-side 8291.

STANDARD 8

METROPOLITAN MOTORS.

HILLMAN. Humber, Sunbeam, Commer.

1955 Standard 8 saloon, one owner: £425.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5060.

WARWICK WRIGHT, Ltd., offer:—

1956 Standard Super 8 saloon, blue, red upholstery, heater. 5,000 miles: £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. London, W.1. Court, St. John's Wood Rd. London, N.W.8. Cuningham 4491. [C4045]

HARRY DAVIES CAR SALES offer:—

1955 Standard 8 de luxe saloon, green, beige upholstery. 1957. 6,000 miles: £545.

1956 Standard 8 de luxe saloon, one owner, perfect condition throughout; an extremely good buy at £400; terms arranged.—128-132, Manor Park Rd., Harlesden, London, N.W.10. Elgar 2707. [C1117]

1948 Standard 8 saloon; three from £195.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1955 (Oct.) Standard 8 saloon, grey, blue Vynide, heater, fog lamp, taxed, in showroom condition. £415.

BERKELEY Square, London, W.1. Grosvenor 4343. [6965]

£435!!—Standard 8 saloon, 1955, one owner, spotless. 1½-litre, heater, faultless mechanicals.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055]

1956 Standard 8 de luxe saloon, works mileage only, taxed, grey with red leather, heater; £565.

1953 Standard 8 saloon, grey/red, a very clean car;

£375.—Trinity Cars, Ltd., 94, North Side, W.18. [C4034]

1955 (September) Standard 8 super, black/brown, 20,000 miles, heater; £450.—Salmons Garages, Ltd., 10, Park 9704 & 5968.

1955 Standard 8 saloon, grey/red, 7,000 miles only, practically as new, 3 months' guarantee; £405.

C. & W. MOTORS, Ltd., Queens Head Garage, East Rd., Epsom, Surrey. Finchley 6228. (3 lines). [7079]

£150—1948 Standard 8 saloon, tax and examination etc. or test welcomed, room urgently needed. 135, High St., South, Epsom, E.6. [C4032]

1947 Standard 8 saloon, guaranteed: £185; payment Oldfield, 386, Kensington High St., W.14. West 6631. [C5060]

1954 Standard 8 saloon, heater, magnificent, guaranteed: £345, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4076]

1956 Standard 8 saloon, one owner, 7,000 miles only, practically as new, 3 months' guarantee; £405.

C. & W. MOTORS, Ltd., Queens Head Garage, East Rd., Epsom, Surrey. Finchley 6228. (3 lines). [7079]

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High St., South, Epsom, E.6. [C4032]

1947 Standard 8 saloon, guaranteed: £185; payment Oldfield, 386, Kensington High St., W.14. West 6631. [C5060]

1954 Standard 8 saloon, heater, magnificent, guaranteed: £345, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4076]

STANDARD 8

1946 Standard 8 saloon for sale, black; £165. Box 5074.

1954 Standard 8 saloon, grey, one owner, 9,000 miles: £390.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3065. [C1076]

1955 Standard 8 saloon, grey, red interior, heated and other extras. 10,000 miles: £395. [C3010]

1954 Standard 8 saloon, heater, low mileage: £385; terms and exchanges.—Harrison, Four Seasons Garage, 601-603, Kings Rd., S.W.6. Renown 4492.

1955 Archie SIMONS & Co., Ltd.—1954 Standard 8, colour grey, 15,000 miles, one owner only in quite exceptional condition; £395—93, Gt. Portland St. W.1. Lan. 1343. [C4013]

1948 Standard 8 drop head coupe, low mileage, one owner, original throughout, taxed: £225; terms and exchanges.—Rex Automobiles, Ltd., Parkway, N.W.1. (Nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059/1]

Standard 8 Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

STANDARD 10

1938 Standard 10, black, 2-door saloon, property of mechanic. Condition, engine, reconditioned by us; body and steering, brakes, suspension, etc. overhauled; good cellulose and chrome without rust or major blemish, fitted with heater and other extras, taxed: £135.—Wim. 1420. [C699]

STANDARD 10

BENTALLS, Ltd.

1955 Standard 10, black with red upholstery: £475.—Kingston-on-Thames. Kingston 1001. [C1013]

SLOCOMBES, Ltd.

1955 Standard 10, Elphin green, light brown interior, self rear lighting, twin wing mirrors, ash tray, flashers, locking boot, overriders, condition you can be proud of, fully checked in our workshops before delivery, guaranteed: £475; part exchanges, cars or motor cycles.

SLOCOMBES, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

H. BEART & Co., Ltd., offer:—

1954 Standard Vanguard phase II saloon, out-standing value: £245—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1013]

GLANFIELD LAWRENCE, offer:—

1955 Standard Vanguard, blue, heater, etc., supplied new by us: £565—407, High Rd., N.12. Finchley 0000. [C2053]

COACHCRAFT offer: See under utilities. [C1053]

ROADWAY MOTORS, HOUNSLAW. offer:—

£799!!—1956 Phase III Vanguard, duo-tone, blue/beige, red interior, only 3,000 miles, absolutely as new, trade inquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middlesex. Hou. 0175/9309. [C1113]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1956 Vanguard Phase III saloon, beige, red leather, very low mileage, taxed, in immaculate condition: £225. [C699]

1955 Vanguard Estate car, blue, red leather, heater, low mileage, in showroom condition: £265. [C699]

BERKELEY Square, London, W.1. Grosvenor 4343. [6967]

£555!!—1955 Standard Vanguard du luxe saloon, small mileage, one owner, choice 2.

LAMB'S WOOD GREEN (Established 1897), 100

guaranteed cars, exchanges, hire purchase, 421-423, High Rd., Finchley 6222. [C2052]

1951 Standard Vanguard saloon, heater, blue with blue interior: £415.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1019. [C3039]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1953 Standard Vanguard: £365—355 High Rd., Wembley 0000.

1952 Standard Vanguard, in very good condition throughout: £349.

SCOTT'S, 241-242, Finchley Rd., Hampstead, N.W.3. Hampstead 6676-7779. [C4016]

1956 Phase III Vanguard saloon, two colours, red interior, works mileage: £255.

R. S. CURRIE, Co., Ltd., 105, Westbourne Grove, W.2. Raywater 0065. [C1095]

1954 Standard 10, blue/red, 23,000 miles, excellent condition; £495; private sale.—12, Dartford Rd., S.W.19. [C2002]

1956 (October) Standard Vanguard Phase III saloon, blue, under 500 miles, condition just as new. [C699]

SOUTHPORT ENGINEERING CO., Ltd., King St., Southport. Tel. Southport 2286. [S615]

1954 (October) Standard Vanguard saloon, black with red upholstery, 18,000 miles, outstanding condition: £510.

HARVEY, E. J., Wan 0066. [C2020]

1953 (September) Vanguard Phase II saloon, stone grey and blue, red interior, heater, one owner: £515.—Robbins, East Putney. Tel. 7831. [C3010]

VANGUARD 1953 (August), green, 29,000 miles, four door, unbelievedly trim, unmarked, no marks, work maintained, perfect: £475—Box 532. [C699]

1955 (September) 1955 (August) Standard Vanguard, radio, heater, leather, immaculate; £245 deposit. 11, Bennett Rd., Higher Crumpsall, Cheshire. [C1924]

1950 series Standard Vanguard saloon, blue, heater, taxed, a bargain: £260. K.L.M. Motors, Ltd., 104, Brighton Rd., Coulsdon, Surrey. Uplands 4841-2. [T099]

1955 Vanguard, overdrive, heater, new Michelin X, grey, outstanding value: £595; terms.—J. & Carr, Ltd., 35, Kinnerton St., S.1. Belgrave 2111. [C3045]

1956 Vanguard Sportsman, dual red and ivory, fitted radio, heater, 1,800 miles only, exceptional bargain at £1,175; part exchange welcomed.—Wadham Bros. Commercial Rd., Southampton 0246. [F699]

1955 Standard Vanguard, 1955, Phase II, grey, out-standing value: £595; terms.—J. & Carr, Ltd., 35, Kinnerton St., S.1. Belgrave 2111. [C3045]

1956 Vanguard Sportsman, dual red and ivory, fittings, heater, 1,800 miles only, exceptional; terms, exchanges.—Rowland Smith, below:—

295—Standard Vanguard 1951 saloon, leather, headrests, etc. terms, exchanges; excellent condition; choice of 1½ Vanguards; terms, exchanges; Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead 6041. [C4018]

£398—Vanguard estate car 1951, superb example, 100% mechanical, choice three many others; we welcome A.A. or R.A.C. exams; hire purchases, exchanges existing h.p. a/cs, etc.

BENMOTORS, 1, Clarendon Rd., W.1. (50 yds. Holland Park Tube). Park 5066-7 and 2971. [C1017]

Standard Vanguard Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Miscellaneous Cars Wanted

ROYAL SMITH'S, the Car Buyers.—Highest cash price paid for Standard—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. 5611. [W2001]

STANDARD spares for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 34151 (5 lines). [0301/R]

BAKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6861) for Standard spares; sales and service.

209, Balham Hill Rd., S.W.17. [0302/R]

MARGATE, Kent. Services and spares for all M models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [0650/R]

STANDARD spares for all models: largest provincial stockists—Hollingsdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322). [0359/R]

STANDARD spares, all models from 1935 (replaced by Austin 1950)—complete spares, body repairs, recleaning—Pullock's Ltd., 16 W. Sunray Distributors, Alexandra Terrace, Guildford 5391. [0253/R]

LANKESTER ENG. CO. Ltd. (distributors in Surrey since 1911). Full range of spares: 'phone, write or call for details—immediately.—39-41, Edward St., Kingston, Kent. [0151-6]. [0303/R]

STANDARD, Triumph repairs, exchange gear boxes, seat covers, £3; telescopic shock absorbers, £2½; radio, £2½ (initial payment £3/3/4); cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 2621. [0340/R]

HALLS OF FINCHLEY, Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Girling and Bendix stockists—314, Regent Park Rd., Church End, Finchley. Finchley 5906. [0002/R]

STUDEBAKER

K NIGHTSBRIDGE offer:

1951 Studebaker Champion 4-door saloon, black, grey interior, one owner, very good condition; £565.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloan 4086. [C2036]

LANDAU LTD. offer:

1950 Studebaker Champion, radio, heater; £360; terms and part exchanges—56, Lancaster Paddington 9196. [C2070]

1952 Studebaker Champion, perfect throughout.

SCOOT CAHS, 341, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7775. [C2041]

JACK ROSE, Ltd. offer 1955 model Studebaker Commander (Farina) V 8 foursome coupe in green and beige, automatic drive, power steering, radio and heater, almost unmarked, accept £1,595.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh House 2376. [C2056]

Studebaker Spares and Services

AUTOMATIC transmission repairs and service, exchange engines and overdrive gear boxes on all Champion models (post-war vehicles only).—Allance Auto Co., 50, Parsons Mead, Croydon. Croy. 1866. [0763/R]

SUNBEAM

R COOTES

HAVE available a range of Sunbeam cars of very low mileage.

DEVENSHIRE House, Piccadilly, W.I. Grosvenor 3401. [0111/R]

JACK ROSE, Ltd. offer:

1955 Model Sunbeam Mark III convertible in blue, heater and extras, immaculate throughout, any examination: accept £795.—Stafford Rd., Wallington, Surrey. Wallington 6677, and High St., Barnet, Barnet Heath 2376. [C2056]

TOM GARNER, Ltd., offer:

1955 Sunbeam Mk. III convertible, Alpine Mist, heater, radio, many extras, nominal mileage: £875. [C2057]

1954 Sunbeam-Talbot 90 Mk. IIIA saloon, black, heater, nominal mileage: £685.

1951 Series Sunbeam-Talbot 90 Mk. II saloon, blue, heater, radio, 20,000 miles: £355.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 6263-6-7. [C2058]

HEART & CO. Ltd. offer:

1955 model Sunbeam Mark III, fitted radio and heater, rev counter, the property of one owner and an excellent example of this outstanding model: £925.—102, London Rd. and High St., King's Cross-on-Thames, Kingston 3345. [C2061]

CARLES FOLLETT, Ltd., offer:

1955 Sunbeam 90 Mk. III convertible, overdrive, Alpine mist, red upholstery, radio, heater, genuine 11,500 miles, 3 months' guarantee: £925.

SHOWROOMS: 18, Berkeley St., W.I. Mayfair 6266.

SERVICE Works & Stores: Barnards Yard, off Elgin Avenue, W.S. Cunningham 5936. [C2010]

WARWICK WRIGHT, Ltd., offer:

1956 Sunbeam Mark III overdrive saloon, grey and maroon, heater, 11,000 miles: £1,075.

1956 Sunbeam Rapier saloon, red and grey, grey and red upholstery, radio and heater, 9,000 miles: £935; also another in blue and grey or grey and yellow, similar mileage: £895.

1955 Sunbeam Mark III convertible, grey, red upholstery (overdrive), radio and heater, 21,000 miles: £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.I. Mayfair 9761. Lord Court, St. John's Wood Rd., London, N.W.3. Cunningham 4491. [C2045]

WOKING MOTORS, Mercedes distributors.

1955 Sunbeam saloon, grey and red, 20,000 miles, in new condition: £875.—Maybury Hill, Woking 4278-8. [C2057]

H. A. SAUNDERS, Ltd., of Worcester.

1955 model Sunbeam sports saloon, crystal green with grey upholstery, fitted radio, heater and screen washers, immaculate: £825.

AUSTIN House, Castle St., Worcester. Tel. 6371. [C2005]

SUNBEAM

HENDON CENTRAL GARAGE, Ltd., offer:

1956 Sunbeam Rapier, dawn mist, Corinthian blue, 2,000 miles only, this car has been brought up to 1957 specification, including twin carburetors, £965.—Watford Way, Hendon Central, N.W.4. Hendon 5084-5. [C2054]

LIVERPOOL.—1956 (May) Sunbeam Rapier, 7,000 miles, grey/grey, heater, radio, leather, spare unused, one car, £935, or exchange.

PEARSON'S OF LIVERPOOL, Ltd., 3-8-7, Shaw St., Tel. North 1246. [6919]

1955 Sunbeam Mark III saloon, green/grey, overdrive, radio, heater, etc., excellent condition: £825. [C2052]

1955 Sunbeam 2½-litre Mk. III convertible coupe, metallic blue/grey hide, new set of Regency covers fitted, overdrive, etc.: £875.—Central Newbury Car Auctions, Ltd., Newbury, Tel. 2003. [3087]

1955 Unusual, very conservatively styled, kept: £885; terms, exchanges. Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C2045]

1955 (May) Sunbeam Mk. III convertible, £919.

1955 Carefully owned, fitted heater, screens, loose covers, turbo, overdrive, twin speedo: £795.—Cooper's Motors, Conduit St., Leicester 2-2222. Tel. 2319-2003.

1955 (August) Sunbeam Mark III saloon, grey, overdrive, grey with red leather, an absolutely unmarked one owner car, speedometer reading 10,000 miles only, must be seen to be appreciated. When guaranteed: £885; terms, exchanges. H. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003]

1955 (May) Sunbeam Mark III saloon, Island mist, red leather, H.M.V. push-button radio, heater, twin fog lamps, overdrive, head lamp, sun hood, the windscreen, trim finished in white wall tyres, original spare unused, tax December 31st, one private owner, mileage 9,800 only, genuine, we supplied and have maintained this car from new, therefore can vouch for same, rare opportunity, extra cost over £125, three months' guarantee: £950; terms, exchanges considered. See our advert under "Sunbeam-Talbot".

1955 (May) Sunbeam Mark III saloon, £795.—Conrad's Motors, Conduit St., Leicester 2-2222. Tel. 2319-2003.

1955 (May) Sunbeam Alpine, £775.—Kingston-on-Thames, Kingston 1001. [C1993]

1954 Sunbeam Alpine, Coronation red/beige leather, heater, heater, Ace Rimbellishers, all new tyres, one owner, taxed year, immaculate: £685.

1954 ALWOOD GARAGE, Alwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 5076. [C1107]

MERCURY offer:—

1955 Sunbeam Alpine 2-seater in red with beige upholstery, in superb condition, radio, heater, twin spots, rev. counter, Michelin X tyres, an excellent car, terms and exchanges with pleasure.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6055-6.

1955 (May) Alpine sports roadster, immaculate condition, red cellulose one owner, 19,000 miles, fitted overdrive, wheel trims, virtually in as new condition, one of the finest we have ever had.

1955 (May) Sunbeam Alpine, Coronation red, £795; terms, exchanges, hire purchase: £250. [C2052]

1955 (May) Sunbeam Alpine, £775.—Balderstone St. (Opposite Selfridges' clock), W.L. Mayfair 3147-1. [C1994]

1955 Sunbeam-Talbot, dove grey and maroon, out old, all extras including radio, heater, etc., will give 3 months' guarantee: £1,100, or will consider exchange for late model XK140 hard top.—Tel. Doncaster 54351 (evening). [C2053]

1955 (May) Sunbeam Alpine, £775.—Kingston-on-Thames, Kingston 1001. [C1993]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

WM WELBECK MOTORS offer two outstanding Triumph TR3s:—
1956 (Oct.) Triumph TR3, regd., but delivery miles, 2,000, only and quite unused. £2000, (original cost £1,025).
1956 (reg. Nov. '55) Triumph TR3, hardtop, ivory and black, mileage 9,000. £260.
 ALSO one of the last Renowns ever made:—
1955 (reg. Nov. '54) Triumph Renown saloon, overdrive, black and silver, mileage 20,000 approximately a superbly maintained car. £625.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Tel. Welbeck 1139. [C4049]

WARWICK WRIGHT, Ltd., offer:—

1955 Triumph TR3 Roadster, green, brown up-holstery, heater, 6,000 miles; £735.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Middx. Tel. 9761. [C4049]

BROADWAY MOTORS, Hounslow, offer:—
TRIUMPH TR3, December '55, B.E.G., beige interior fitted heater, very good condition, low mileage, equal to new. £750. Hounslow Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/3309. [C1113]

CAR SALES (Primrose 6623), offer:—
TRIUMPH TR2, 1954, black, £545.

3 MONTH'S guarantee; terms; list on application. Swiss Cottage, Finchley Rd., N.W.3. [C1051]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 Triumph Renown, fitted heater; £305.

1947 Triumph sports, choice of 2: £325—£355.

1947 (High Rd., Wembley, Middx.) Tel. Wembley 4222.

TR3 1956 hard top, negligible mileage, overdrive, all gears pass lamp, b.h.g./red; £875.

TR2 Michelin X, radio, heater, pass lamps, etc., specimen.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154.

1956 Northgate, Tiptree, Essex. Tel. 01763/6089.

1949 Roadster, H.M.V. radio; £250. terms, exchange.—112, Meadow St., Sheffield. 20282. [C724]

1955 TR2, B.R.G., many extras, one owner, immaculate condition; £675.—Epsom 9139. [C7014]

1951 Triumph Renown, heater, immaculate; £395.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]

FOR SALE late Triumph TR2 with TR3 modifications, condition as new, many extras, full parts list upon application, to Box 5012. [C1601]

1951 Triumph Renown saloon, grey, excellent condition, heater, any examination; £375.—Perivale 7366. [C7073]

1947-8 sound, wood appearance; £295; terms.

12, Church St., Luton 4212. [C6953]

1952 Triumph Mayflower one owner saloon, extremely well maintained in tip-top order; £395. Jennings, Richmond 3568. [C3103]

TRIUMPH TR3, March 1955, black, standard trim with Ace Rimbushers, and seat covers; £825.

K. N. Rudd, Ltd., 41, High St., Worthing 7773-4. [C7067]

1950 (October) Triumph Renown saloon, recirculated black, one owner only, heater, leather, genuine 40,000 miles, good tyres; £365.

SERVICE STATION, Kingston Vale, S.W.15. X. Kin. 3333. [C4060]

X TR2 hardtop, only 2,000 miles, white, black top, as new; £845.—Arnotts Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161.

1955 (May) TR2, 19,000 miles only, one owner, only slightly used and indistinguishable from new; extras; £655. Tel. Hatch End 4976, after 6 p.m.

ROS & YOUNG, Ltd., offer: 1956 Triumph TR3 sports, one week old, works mileage, fitted wire wheels, leather upholstery, heater, etc., cost new £1,120, now offered; £695.

1955 Triumph TR2 sports, low mileage, one owner, fitted wire wheels, overdrive, heater, leather upholstery, twin spots, adjustable steering, loose covers, tonneau cover, etc., immaculate condition; £685.—Sternhold Ave., Streatham Hill, S.W.12 (1 min. Streatham Hill Station). Tulse Hill 6684. [C3057]

1954 TR2, black, fitted o/drive, heater, radio, blind, a/washer, Mich. X tyres, one careful owner, first-class condition; £580.—Cuthberts, 23 Montague-on-Mars. [C7069]

£435!!—Triumph Roadster coupe, practically 1950 model, in that impeccable condition often sought after but rarely found; if you have been looking for a nice one, this is it; choice of two others.

L AMES OF WOOD GREEN Estoppel 977, 100 423, High St., Finchley. Finchley 6222. [C2052]

£440—1954 (Aug.) Triumph Renown saloon, black with beige leather, one owner, heater, tyres as new, car unmarked; £220 deposit.—Slimm, 11, Bennett Rd., Chelmsford. [C7068]

1952 Triumph Renown, grey with grey leather, radio, heater, 2,700 miles, taxed year; £450.

—2, The Cheverills, Priory Rd., Forest Row, Sussex. Forest Row 0326. [C7012]

TR2 late September 1955, hardtop, green, heater, understeer, spot lamp, one owner, 9,000 miles, immaculate condition; £715.—11, Collingwood Ave., N.10. Tel. Tud. 8827. [C6879]

1956 Triumph TR3, hard top, pale blue with black top, blue interior, overdrive, heater, twin silencers, luggage platform, 8,000 miles, one elderly owner, many extras included; £995.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

1947 Triumph Roadster 1800 coupe, grey, blue hide, almost new whitewalls; £345; also 1948 Roadster, black, immaculate; £365; exchanges, terms; £400. [C3056]

295 guineas; Triumph 1800 1948 razor-edge saloon, green, grey leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4019]

TRIUMPH

1953 Triumph Renown saloon, one owner, low mileage, finished in grey with red leather upholstery, fitted with many extras including heater radio, spot light, extra mirrors, this car is unblemished throughout; £415. terms and part exchange arranged.—Paul's Garage, 10, Lower Rd., London, E.C.2. Bishopsgate 6781/2-3-4. (Mr. Liverpool St. Stn.) or (Moorgate Underground). [C1722]

Triumph Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Triumph—Hampstead (Tube), N.W.3. Han. 6041. [C4013/R]

MARTON MOTORS Co., Ltd., for your Triumph—M. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [C1022/R]

TR2 wanted, state full details, cash transaction, no h.b. required.—35, Warwick Rd., Redcar, Yorks. Tel. 2491. [C6883]

TOP price paid for good Triumph.—H. F. Edwards, 154, Greatitchfield St., London, W.1. Langham 0012. [C2003]

WANTED TR2, private buyer is seeking £250. We looked after TR2, price must be under £250. Full details please to Box 5272. [C6888]

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151. [C0181/R]

BASIL ROY, Ltd., Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [C1043/R]

PIRELL WAR instruction manuals available: a.s.e. Old Bond St., London, W.1. [C7035]

TRIUMPH specialists, full stocks of spares for pre-war models and first-class service facilities.—Newhammers, Hammersmith Broadway, W.6. Riv. 4646.

TRIUMPH spares for all post-war models, largest provincial stockists.—Holdingside Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [C3555/R]

UTILITY CARS

COACHCRAFT offer:—

FILM AUTOSALES offer:—

1953 Ford 10cwt Martin Walter Utilicar, immaculate, in green, with brown interior, engine just overhauled; 7-seater. beautifully maintained; £165.—Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

METROPOLITAN MOTORS.

HILLMAN Humber, Sunbeam, Commer.

1954 Bedford Dormobile, fitted heater, screenwash, taxed; £435.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3057]

RUSSELL MOTORS offer:—

1955 Morris Minor Traveller, 12,000 miles only, one owner, heater, Clarence grey and red; £575. [C1053]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 2288. [C3060]

BROADWAY MOTORS, HOUNSLAW, offer:—

1957 Bedford utility, duo-tone grey, new and unregistered, no purchase tax; £625.—Haworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113]

1954 Vauxhall Wyvern, radio and heater; £450.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3183. [C3096]

A CHIMON & CO., Ltd.—1954 Wyvern, metallic grey, red, spares available, in excellent condition throughout; £475.—93, St. Portland St., W.1. Lan. 1343. [C4013]

1951 Vauxhall Wyvern saloon, black, brown leather, red engine, very nice condition throughout; choice of 2 for £365.—Kings Motors, 1, High St., Hounslow. Tel. 3332. [C2049]

UTILITY CARS

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists, list on request.—Bakersfield Lane, Harrow. Tel. 6225-6. [C1021/R]

Utility Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Han. 6041. [C4013/R]

BEDFORD Dormobile by Martin Walter required.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C1031]

ESTATE CARE, Ltd., the utility specialists, require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—22, Upper Richmond Rd., S.W.13. Putney 2376-7. [C1024/R]

WICHARDSON, Ltd., 10, Tudor 2301-2. [C1024/R]

VAUXHALL 10

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Vauxhall 10, £225—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

VAUXHALL 12

1948 12 saloon, bargain; £250—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1947 Vauxhall 12, with extras; a bargain at £250. 5970. [C6906]

VAUXHALL 14

1947 Vauxhall 14, immaculate condition, deposit £135.—E. Casey, Ltd., Willesden 4548. [C6930]

1948 Vauxhall J, black, immaculate, mechanically new throughout, bills available, specimen car, price £185.—Haworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113]

1947 Vauxhall J type, 14hp, black, brown interior, new clutch and gear box, body-work exceptionally good, fine specimen of this well-known marque; £275; exchanges welcomed.—Bradbury of Cricklewood, Edgware Rd., N.W.2. Gia. 1194. [C6216]

VAUXHALL WYVERN

W HAROLD PERRY, Ltd., 1106-11, High Rd., W. Whetstone, N.20. Tel. Hillside 6621. [C1024]

1955 Vauxhall Wyvern saloon, blue with grey upholstery, heater, wing mirrors, etc., and has been regularly serviced, offered at £599s.

OPEL 9 a.m. to 8 p.m., 6 days a week.—Maida Vale 5044. [C4040]

BROADWAY MOTORS, HOUNSLAW, offer:—

1956 Wyvern, ivory, 5,000 miles; £695.

£595!!—1955 Wyvern saloon, black, heater, one owner, only 9,000 miles, superb; trade enquires invited.—Haworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113]

1954 Vauxhall Wyvern, radio and heater; £450.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3183. [C3096]

A CHIMON & CO., Ltd.—1954 Wyvern, metallic grey, red, spares available, in excellent condition throughout; £475.—93, St. Portland St., W.1. Lan. 1343. [C4013]

1951 Vauxhall Wyvern saloon, black, brown leather, red engine, very nice condition throughout; choice of 2 for £365.—Kings Motors, 1, High St., Hounslow. Tel. 3332. [C2049]

VAUXHALL VELOX

A 1 at Brown's.

1954 (Feb.) Vauxhall Velox saloon, green, buff leather, upholstery, heater, radio, taxed year, carefully used and maintained, practically unmarked; £252 secured.

1954 Vauxhall Velox saloon, blue, fawn leather interior, heater and radio, taxed year, spotless throughout; £252.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. [C1023]

G. HALL offer:—

£545!!—1954 Velox saloon, black, red interior, one owner, fastidiously maintained.—Below.

£745!!—1956 Velox, shoreline beige, only 3,000 miles, wonderful value; trade inquiries invited.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

GUY SALMON AUTOMOBILES offer:—

1956 series Vauxhall Velox, maroon, heater, loose covers, one owner, duo green, with green interior; £665.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [C1021]

BROADWAY MOTORS, HOUNSLAW, offer:—

1955 Vauxhall Velox, in ivory; choice of 3 low mileage specimens.—Haworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113]

£699!!—1956 Velox, in ivory; choice of 3 low mileage specimens.—Haworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113]

DIXON'S GARAGES (PUTNEY), Ltd., offer:—

1955 Vauxhall Velox, black and brown, many extras, 10,500 miles; £655.—154, West Hill, Putney, S.W.15. Putney 0396. [C1073]

1949 £229, terms, exchanges.

TULSE HILL MOTORS, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C1071]

1956 velox, black, one owner, heater; £695.—Campbell Symonds, Perivale 4456. [C1037]

1957 Vauxhall Velox and Wyvern saloons, works mileage only, choice of 3 (at £250 under list price).

SIDNEY MARCUS, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5729. [C3006]

£395—1952 Vauxhall Velox, blue, radio, excellent condition, terms.—Autospins, 5, Balham High Rd., Balham 1509. [C1009]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

1954 Velox, finished in grey, 24,000 miles only fitted radio and heater, one owner, very well maintained car; £475.

R. S. CURRIN & Co., Ltd., 105, Westbourne Grove, W.2. Vauxhall Velox saloon, fitted radio, heater, etc., one owner, 12,000 miles only; £625.

1955 etc., one owner, 12,000 miles only; £625. Hatton Cross Garage, Feltham 2176.

A. CHILDE SIMONS & Co., Ltd.—1953 Vauxhall Velox, A grey, nominal mileage, in very good condition; £445. Tel. Portlancet St. W.1. Lan. 1343. [C4013]

1955 Vauxhall Velox, black, heater and heater, mirrors, extras; £625. A. Owen (London), Ltd., The Hyde, Hendon, N.W.9. Colindale 5165. [C3099]

1950 Vauxhall Velox saloon, black, one owner, fitted heater, excellent condition; London, N.W.11. Garage Service Co., Ltd., 1013, Finchley Rd., London, N.W.11. Speedwell 2411. [C2019]

AZ MOTORS offer exceptionally well maintained Vauxhall Velox; £595! Also specimen 1954, £475! Also 1950 Wyvern, £375!—Palmerston Rd., N.W.5. Mai. 4723. [C4010]

1954 Velox, black, heater, screen-clean, clock; £505. metricaly maintained—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0085. [C2059]

395 heater, loose covers, wing mirror, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1949 heater, one owner, offered an exceptionally immaculate motor car, 3 months' guarantee; £300. Met Garages, Ltd., 409, Kilburn High Rd., N.W.6. Maids Vale 4801, after 6.30 Gladstone 4333. [T105]

U.S.G. PONDERS for Vauxhalls—specifications of range of 1954 models from £495; 1955 models from £595; 1956 models from £595; all carrying the quality tested guarantee.—United Service Garages, Vauxhall Distributors, Vauxhall House, Hillside, Ports-mouth (Tel. 2341). [C4099]

VAUXHALL CRESTA

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 (December) Vauxhall Cresta, duo green colour combination, leather, usual extras, including wing mirror, heater, cigar lighter, etc., mileage 15,400, one owner, excellent condition; £640. Our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3043]

RESELL MOTORS offer:—

1955 model Vauxhall Cresta, one owner, 18,000 miles, grey and cream; £650.

R. S. SLOANE, Ltd., Sloane St., S.W.1. Sloane 9288. [C3086]

H. A. SAUNDERS, Ltd., offer:—
1955 Cresta, grey/white, cream/red upholstery; £655.

1955 Cresta, red/white, red/white upholstery, radio, heater, recorded mileage 9,523; £685.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

GUY SALMON AUTOMOBILES offer:—

1957 series Vauxhall Cresta saloon, dawn grey/red leather, radio, 2,200 miles only, cost new with extras over £1,000; £895.

1955 series Vauxhall Cresta saloon, black, 11,000 miles; £645. Portsmouth Rd., Thornton Heath, S.15. Ditton & Tabor 521-2-5.

A. WELWYN 481-2-3, offer:—
1956 model Vauxhall Cresta, finished blue/grey, low mileage, one owner, as new throughout; £765.

1955 model Cresta, white and blue, radio, etc., etc., excellent condition; £665; below.

£695—1955 Cresta saloon, black, fawn and brown interior, one owner, car in superb condition—Robbins, East Finchley, Tel. 7861. [C3040]

1955 model Vauxhall Cresta, one owner, as new; £595. A. Owen (London), Ltd., The Hyde, N.W.9. Colindale 5185. [C3096]

1955 Cresta, many extras, immaculately maintained; £655. Harvey Hudson, Ltd., 409, Kilburn High Rd., N.W.6. Tel. 2341. [C3049]

R. F. FUGGLE, Ltd., offer:—

1955 Volkswagen, radio, £750.—Hill Barn Motor Co., Ltd., Lancing, Sussex. Lancing 3085. [C6613]

£100 cream, black, part exchanges, hire purchase facilities—Oglin's Garage, Ltd., Earls Court Rd., S.W.5. Tel. 6373. [C6954]

1955 Vauxhall Cresta saloon, maroon/cream, with grey/red upholstery, one owner from new, in showroom condition, moderate mileage; £665. Coventry & Jersey, Ltd., 10091, 10793

1955-6 Vauxhall Cresta, finished in unmarked black with two-tone upholstery, fitted overdrive on all gears, loose covers, heater, whitewall tyres, screen washers, etc., etc., a genuine low-mileage one-owner car in as new condition throughout, this age, one owner to-day; offered at £650.

MILDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester 6. Pendleton 3457. [C3000]

7000 miles, unmarked and almost equal to new, 1956 model Cresta saloon, duo-tone blue/black with chrome bumper, black, cream, screen washers, sun visor, Acc. Rimbellers, whitewall tyres, spare unused; £725gn; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

VAUXHALL MISCELLANEOUS

S HAWK & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328.

112 & 114, Wardour St., W.1. Gerrard 4343.

AUTORAMA for Vauxhalls; consult us for a genuine used car value.

GRAHAM BROS. (MOTORS) Ltd., The Autorama, 799-835, Chester Rd., Streatham. (Trafalgar 3511.) [C6833/R]

VAUXHALL MISCELLANEOUS

VAUXHALL limousine, 7-seater, one private owner from new, chauffeur driven, bargain; £395. Chadney Motors, 25-27, Watford Rd., King's Norton, Birmingham. King's Norton 227. [C6941]

1938 de luxe saloon, coachwork inside and out, 1938, £100. terms; exchanges; three month guarantee; terms and exchanges—Oscar Moore, 204, Baldards Lane, N.3. Finchley 2220.

Vauxhall Miscellaneous Cars Wanted

R SOWLAND SMITH'S, the car buyers—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328.

ALMOST new Vauxhall required immediately.—A. Morley, 76, Cambridge Rd., Kingston. Kingston 8888. [C1018/R]

TOP price paid for good Vauxhall.—H. F. Williams, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

VAUXHALL cars, post-war models urgently required.—Gally's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6375. [C4049/R]

Vauxhall Spares and Service

C.A.C. CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilds.

Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list prices; radiator exchange service and all other repairs to your Vauxhall or Bedford, maximum guarantee.

BEDFORD House, 380-382, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [C0205/R]

VAUXHALLS—Reconditioned service units available from stock for DX, DY, HI, J, JC, Vaux, Wyvern, PCL models, rear axles, suspension units, steering, gears, differentials, rear axle, seats, pump, oil pump, pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Sunnyhill 2271-2. [C0964/R]

VETERAN CARS

WELFAME, Surbiton Hill Rd., Surbiton, Elmbridge 1975, and sell pre-1915. [C4070]

1915 model T Ford, in absolutely perfect condition, S.C.C. dating certificate, recently coach-painted, concours winner; offers please to—Box 5314. [T7041]

VINTAGE CARS

BEL-SIZE 4-seater tourer, in good condition throughout; £110.—A. E. Merton, Putney 5530. [C3107]

1926 Number 12/25 tourer, excellent original condition throughout; £85 o.n.o.—Mayfield Ave., London, N.12. Hillside 9862. [C4041]

VOLKSWAGEN

WM WELBECK MOTORS for Microbus.

1956 (May) Volkswagen Microbus de luxe, with sun roof, mileage 4,000, built-in radio, heater colour red and brown, identical to brand new, original cost over £1,400, £1,200; another coach, first registered '55 to the identical specification, but with slightly higher mileage at £975.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049/R]

R. F. FUGGLE, Ltd., offer:—

1955 Volkswagen de luxe model, mileage 18,000, outstanding condition throughout; £615.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

RAYMOND WAY OF KILBURN.

1955 (September) Volkswagen de luxe saloon; here we offer a one-owner, 8,000-mile car, which is unmarked and has been driven and maintained with the utmost care; £569gs.

OPEN 9 a.m. to 8 p.m. 8 days a week.—Maida Vale 6044. [C4047]

ELM AUTOSALES (Volkswagen Area Dealers) offer:—

1955 Volkswagen de luxe saloon, ultra maroon, 16,000 miles, special instrument panel. Maroon spots, loose covers, and other extras, completely as new throughout; £795.

1954 (Aug.) Volkswagen de luxe saloon, black, beige interior, 24,000 miles, Motorola radio, heater, etc., beautiful condition; £525.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615.

Service Dept., Elm Garage, S.W.19. Wim. 4825 (0472).

1955 4-door car, rear entrance, latest type; £515.

1955 de luxe sun roof saloon, one owner, guaranteed 2,000 miles; £595. [C1080]

REDWOODS, Ltd., Staines, Tel. 4211-5. [C1080]

Volkswagen distributors, Epsom.

ESPERANTO, Ltd., offer:—

1954 (April) de luxe, fixed head, green, 15,000 miles, excellent condition; £595.

1955 (April) Standard Microbus, 15,000 miles, one owner, excellent condition; £275.

1955 (July) drop head Cabriolet, black and cream, fitted with radio, spot lamps, low mileage; £550.

Standard Microbus, 27,000 miles, excellent condition, one owner; £750.

1954 (April) de luxe, fixed head, strato-silver, 23,000 miles, one owner, spotless condition; £265.

1955 (July) drop head Cabriolet, black and cream, fitted with radio, spot lamps, low mileage; £550.

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Standard Microbus, 27,000 miles, excellent condition, one owner; £750.

1954 (April) de luxe, fixed head, strato-silver, 23,000 miles, one owner,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE ETC.

WOLSELEY

£675 1955 Wolseley 4/44, small mileage, spotless condition, chrome, £675.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars, exchanges, hire purchase, 421-425, High Rd., Finchley, Finchley 6222. [C2052]

1956 new unregistered Wolseley 4/44 black saloon, £695.

1954 Wolseley 4/44, metallic grey, red leather, one owner, taxed, £590 or near offer.

1956 new unregistered Morris Isis de luxe, black/red leather (1961); £590.

A. H. TURNER, Ltd., Markham Moor, Retford. Tel. Tuxford 15. [C2053]

1954 Wolseley 4/44, grey, 17,070 miles; £650.

1954 Jarvis & Sons Ltd., Liberty 8221. [T049]

1955 Wolseley 4/44 saloon, one owner, 10,000 miles only, a faultless car, three months guarantee; £665.

C. J. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3 Finchley 6236 (5 lines). [T0708]

1956 (March) Wolseley 4/44 saloon, grey, maroon leather, one owner, genuine 8,000 miles, as new; £750.

GODSONS SPORTS CARS (CHRISTCHURCH), Ltd., London Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

1955 model (Dec., 1946) Wolseley 4/44 saloon, black/red, low mileage, one owner, heater, usual extras, taxed; £595.

THE BLACK HORSE GARAGE, 174-176 Sheen Rd., Richmond, Surrey. Tel. Richmond 4828-3. [C2116]

1950 Acer Rimbethers, Town & County tyres, taxed, a really outstanding specimen; £365.

A. LITWOOD GARAGE, Altwood Rd., Maldenhead, Tel. A Littlewood Green 70; evenings and week-ends Littlewood Green 5076. [C2107]

1954 Wolseley 4/44 saloon de luxe, 18,000 miles, blue radio, heater, one owner; £615. L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [C2107]

WOLSELEY 6/90 saloon, dark green, October 1955, 9,000 miles, radio, immaculate; £795. East Grinstead Motor Garage, 175, London Rd., Tel. [C632]

£385 —1950 Wolseley 4/50 saloon, maroon, unmarked condition throughout, heater, one owner; Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C2093]

1950 Wolseley 6/80 4-door s/n, fawn/hide interior, radio and heater, taxed, just fitted new tyres, nice car; £525, consider part-exchange; Tel. 4211. Burlington Auto, Wellington 1829. [C2047]

1953 Wolseley 6/80 saloon, fitted radio, heater, twin apotamps, a particularly bright and well-kept car in excellent mechanical order; bargain at £425. Jennings, Richmond 3368. [C2053]

6/90 1955, 10,000 miles, as new, genuine bargain; £795. Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C2046]

JACK ROSE, Ltd., Wolseley agents, offer unregistered and unregistered 6/90 Wolseley in grey with red hide; accept £1,095. Stafford Rd., Wallington, Surrey. Wallington 6677 and Burgh Heath 2376. [C2056/1]

XXX 1955 (March) Wolseley 4/44 saloon, black with maroon leather, heater, one owner, low mileage, one-owner car of really immaculate appearance, thoroughly recommended; written guarantee; £685. Below.

XXX 1954 Wolseley 4/44 saloon, black with red leather, heater, one owner, £590. Attractive low mileage, car with written guarantee; £590. terms, exchanges. —H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2005]

WOLSELEY

1954 (October) Wolseley 6/80 saloon, metallic grey, red leather, heater, taxed, just de-carbonised, set of red leather, etc. fitted, very good condition; £495. Ivor Bea LTD., 53, Scarsdale Villas, Kensington, W.8. Western 2789. [C1114]

ROSE & YOUNG, Ltd., offer 1956 series Wolseley 6/90 saloon, 11,000 miles only, an immaculate one owner car; £850. —65-69, Sternhold Ave., Streatham Hill, S.W.1 (1 min. Streatham Hill Station). Tulse Hill 6464. [C2056]

£398 —Wolseley 4/50 1951 de luxe, beautifully maintained, bodywork and mechanically, careful owner, leather, heater, etc., we welcome A.A. or R.A.C. exams, hire purchase, exchanges, existing h.p. a/c settled. [C2056]

ACCOMMODATION, 1, Clarendon Rd., W.11 (50 yds. Hollland Park Tube). Park 5066-7 and 2971. [C1017]

1955 gms.—Wolseley 18 1946 saloon, black, sliding head, brown leather, good tyres, excellent condition, choice of two; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

WOLSELEY 4/44 saloon in maroon with red leather upholstery; the car was supplied by us new, and has been thoroughly serviceable and reliable; £595. Works: a complete record is available. It is the late property of a local professional gentleman who has done a total of only 16,500 miles in this car, and its condition is equal to new in all respects; it is fitted with heater, radio, etc., and includes a leather dasher; date of original registration 7th May 1954. May 1954. £595.

HIRE purchase available; part exchange considered. —Chesterfield Motors, Ltd., 115, Regents Park Rd., N.W.1. Prl. 6644. [C975]

Wolseley Cars Wanted

TOP price paid for good Wolseley.—H. F. Edwards, 28-34, Upper High St., Epsom. Survey. [C2001]

OWLAND SMITH'S, the Car Buyers.—Highest cash price for all makes.—Hampstead (Tube), N.W.3. Ham. 6041. [C2018/B]

If you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C2023/R]

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [C2024/R]

EFT hand drive popular car wanted. Conna Mk. II preferable, state price.—Buchanan, 26, Riddrie Crescent, Glasgow. [C6885]

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY.—300 cars available mostly under £400; 6 months' written guarantee on post-war cars.

We can quote the most competitive prices obtainable in plain English with piece of meat. We are exclusive specialists and will willingly take your car, 3-wheeler motor cycle or van. Hire purchase payments insured against unemployment or illness if required.—Open to 8 p.m. 8 days a week.—Raymond Way, Kilburn, N.W.6. Maids Vale 5044. [C2029/R]

ROBBINS, 98, Upper Richmond Rd., Putney. Tel. 98-116, Commercial Rd., Southampton 25252. [C4096]

Miscellaneous Cars Wanted

R
S
OWLAND SMITH'S the Car Buyers.—Highest cash price for all makes.—Hampstead (Tube), N.W.3. Ham. 6041. [C2018/B]

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EFT hand drive popular car wanted. Conna Mk. II preferable, state price.—Buchanan, 26, Riddrie Crescent, Glasgow. [C6885]

AMBULANCES

AMBULANCES and used, 12hp to 50hp from £150.—Lawn-Goodwin, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

MOBILE SHOPS AND CANTEENS

MOBILE Shops, Canteens, Kiosks, vehicles and trailers, large selection.—Layton-Goodwin, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

MOTOR HEARSE

HEARSEs and Hearse in Stock. Brochures available; immediate delivery; call and inspect.

ALPINE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, New Gardens, Richmond 1161. [M2022]

ROLLS Hearse hearse in really beautiful condition; £295.—For full details phone Romford 0121. [E676]

TAXICABS

1950 Morris Oxford taxicab, 4-door type, brakes, steering overhauled; £325.-25, Lower Oxford Rd., Newcastle, Staffs. 65966. [E6822]

MOTOR SCOOTERS

COMFORDS for Motor Scooters. Distributors for Lambretta, Bella, Parilla and Brixia Scooterette. Demonstrations, free tuition, hire purchase terms, etc.—Oxford House, Portsmouth Rd., Thames Ditton, E. M. 5531 (six lines). [O575/R]

3-WHEELERS

1955 Gordon, excellent condition throughout; £185.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676, 7779. [C4016]

3-Wheelers Wanted

CLAUDE RYE, 3-wheelers urgently required; top price paid; b.p. a/c settled.—899, Fulham Rd., S.W.6. Renown 6174. [S5967]

This section closes for press first post Monday

COMMERCIAL VEHICLES

NEW COMMERCIAL VEHICLES

USED COMMERCIAL VEHICLES

GY SALMON AUTOMOBILES offer:

1956 Morris Minor 1/2-ton van, 1,700 miles only, fitted extra seat and indicators, cost new £440, accept £385.—Portsmouth Rd., Thames Ditton, Emberbrook 3551-2-3. [C4001]

1955 Austin A40 van, one owner, green with white interior; £375.

1954 Bedford, Automobile, roof rack, cream and green with tan interior; £425.—Henry's, Euston Rd., N.W.1 (almost opposite Euston Station). Tel. Euston 1966. [T1071]

£345 1956 series Ford Thame van, speedometer records 7,000, spare wheel never been on.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars, exchanges, hire purchase, etc., £384/15. [C2052]

THAMES 30cwt petrol van, sliding doors, in primer; £524; Thames 5cwt van, green, with passenger seat, flashing indicators, etc., £383/17.8.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. [Preston 3335.]

USED COMMERCIAL VEHICLES

NEW Austin A35 van, grey, extra seat, or exchange Land-Rover or A40 pick-up.—Tel. Oundle 5142. [C6913]

USED COMMERCIAL VEHICLES

BUNTINGS MOTOR EXCHANGE for light commercials; all makes. Bradford specialists; list on request.—Bonneridge Lane, Harrow. Tel. 6225-2. [C2024/R]

1953 Bradford plain van, low mileage, one owner, original taxed; £615; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 884. [C5059]

G & M ALFREDS (1958), Ltd.—Gown vans, 1949-54 10cwt Ford; 1952 Austin A40; Ford Pilot; 1953 regd. commodious coach work, 1956 appearance, also new; 1956 Morris; colours to choice, maker's guarantee, immediate delivery all designed gown vans: 1955 Morris, 1955 Ford, 1955 Pilot, 1956 Pilot; 1955 Ford 10cwt, with tilt; also 1951/2 Austin A7000; all above average; 1953 5cwt vans, new engine, steel cellophane, superb; 6-7, Warren St., N.W.1. [C1006]

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SECOND-HAND CARAVANS

CARAVAN SERVICE, Ltd., the West-End's only caravans on showrooms; all leading makes for sale—new or second-hand; largest hire fleet available in U.K.—residential or mobile; continental hire fleet ex Paris.—Caravan House, 7-8, Thayer St., London, W.1. Tel. Welbeck 3487/4505. [C1080]

CARAVAN ACCESSORIES

CAR makers, prove Witter towing brackets.—Witter, 134, Foregate St., Chester. [C570/R]

TOWING brackets over 100 designs from stock.—B. Dixon, Ltd., 136, Chester, Tel. 24034. [C576/R]

CARAVANS FOR HIRE

MOBILE hire fleet comprising caravans suitable

for residences, offices, holidays, etc.—Pendoway, Caravans, Westfield Rd., Bishop's Stortford. Tel. 1877. [C6976/R]

CARAVAN EQUIPMENT

WORTH caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts.—Ripponden, Yorkshire.—Jerry Wadsworth & Son. [C1095/R]

HOLDER GRAISELEY caravan-chassis, axles, ball couplings, jockey wheels, etc.; sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [C0441/R]

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FOR the caravaner who is hard to please there is only one satisfactory magazine.—The Caravan, packed every month with news, views, hints and tips on every aspect of the modern caravan scene, 1/2-a. from a newsagent, or 7/6 six months, 15/6 a year, direct from A. Burt, Caravan Publications, Link House, Store St., London, W.C.1. [C583]

NEW & USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council appointed caravans, R.A.C. approved sites at Elstree and Birchington-on-Sea.—If you cannot call, please write or phone for information now to our head office at Barnet, By-Pass, Elstree (1165 and 1364), or Court Mount, Canterbury Rd., Birchington-on-Sea. Thanet 41657.

SURREY CARAVAN Co.—Every aspect of caravanning covered for: sales, new and used; hire statics or mobile; large stock leading makes; display site; Waldegrave Rd., Teddington. Popesgrove 7643. Open every day.

[0941/R]

NEW CARS FOR SALE

A.C.

CLAUDE RYE, Ltd., for your 1957 A.C. Petite—immediate delivery; exchanges welcomed.—895-921 Fulham Rd., S.W.6. Renown 6174. [N175]

JHONSON & BROWN (A.C. distributors) offer immediate delivery Ace Bristol—268-270, High St., Bromley, Ravensbourne 8841-2. [N2073]

ACECA-BRISTOL, Ace-Bristol, etc., new or second-hand.—Distributors Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth. (Southbourne 43344.)

ALFA-ROMEO

THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. [0826/H]

ALLARD

ALARDS MOTORS, Ltd., main distributors of all models, spares and service.—51, Upper Richmond Rd., S.W.15. Van. 2333 (see also Ford). [0442/H]

ALVIS

MANCHESTER—Alvis main agents, area distributor and specialists; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2674-5. [0825/R]

AMERICAN CARS

SIMPSON'S—AGENTS for all leading makes new American cars.—

SIMPSON'S MOTORE (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-3903. [N4015]

ARMSTRONG SIDDELEY

WM WELBECK MOTORS, Ltd., official retailers for the Armstrong Siddeley Motor Co.; constantly at your service.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [N4049]

GUY SALMON AUTOMOBILES.

SURREY'S leading Armstrong specialists.—All models in Sapphire range available for demonstration and trial at Portsmouth Rd., Thames Ditton. Tel. Emberbrook 5551-2-3.

IMEDIATE delivery—Sapphire and 234—David Car Centre, 22-34, Horn Lane, Acton. Tel. 6731. [N1120]

WALTER SCOTT, Ltd.—Sapphires from stock, part exchanges and h.p.—39, College Crescent, N.W.3 (Swiss Cottage Tube.) Primrose 4486. [N4001]

CLARKE'S OF PIRBRIGHT for the Sapphire: 24-hour service, Guildford and Woking district.—Pirbright, Surrey. Brookwood 2201-2. [N1049]

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. [0603/R]

ASTON MARTIN

HW MOUNTAIN county distributors; demonstrations always available; early delivery guaranteed.

HW MOTORS, Ltd., George Abecassis, Walton-on-Thames 2404-5-6. [4681]

GORGANS OF OXFORD, three counties distributors; demonstrator in stock; very early delivery ensured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59613-4. [0105/R]

AUSTIN

LOVE, Ltd., distributors, Croydon and district. "It's the Service that Counts,"—115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [N1076/R]

CM THE CAR MART, Ltd., Austin London Distributors. Invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0351/R]

GATEHOUSE offer:—

EARLY delivery of Austins, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

ROYLAND SMITH'S for Austin.

PART exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BURGE & INGLIS MOTORS, Ltd.

IMEDIATE or early deliveries all Austins; part exchange car or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

DJ. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

NEW Austin A35 A40 and A50 for immediate delivery.—D.J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield. Howard 1631. [N4005]

MAYFAIR and West End agents; immediate delivery

IFCO, Ltd., 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052]

DORKING MOTOR CO., Ltd., for early delivery all models.—Dorking 2256. [N1088]

NEW A30 2-door saloon, immediate delivery.—Robbins, East Putney. Tel. 7881. [N3010]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

AUSTIN A30 2-door, standard specification, green. Available early delivery. [N2058]

AUSTIN A30 4-door saloon, grey/red, heater.—

Salmons Garages, Ltd., Temple Bar 3338. [N4029]

SPRINGFIELD GARAGES, Ltd., of Southgate, all models available. Tel. Pal 5576 and 5577. [0272/R]

ROYLAND SMITH'S for Bond Minicar.

PART exchanges; terms: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). [N4018]

CLAUDE RYE, Ltd., for your 1957 Bond Minicar.

Immediate delivery; exchanges welcomed.—895-921 Fulham Rd., S.W.6. Renown 6174. [N176]

AUSTIN

SMITH & HUNTER, Ltd.—Specialists: sales, service.—376, Kensington High St., W.14. Western 2312. [N4019]

FULL range, all models, immediate delivery.—Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6751. [N1120]

AUSTIN A50 Cambridge saloon, heater, black/brown; £779.2.—Salmons Garages, Ltd., Temple Bar 3338. [N4029]

AUSTIN A30, A40, A50 saloons, immediate delivery.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [N2056]

AUSTIN A30 2-door saloon, tweed grey.—Brown Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

AUSTIN A30, A40, A50 saloons, immediate delivery.—W.L. Crox, 5551. [N2054]

AUSTIN A30, de luxe, black and red, immediate delivery; list.—Regent Lion Group, 26, Queensway, W.2. Baywater 0136. [C3110]

IMEDIATE delivery A30 saloon, choice of colours.—Rogers Garage, 22, Chiswick High Rd., Chiswick, W.4. Tel. Chiswick 6780. [N3054]

IMEDIATE delivery A35 saloon, choice of colours.—Rogers Garage, 22, Chiswick High Rd., Chiswick, W.4. Tel. Chiswick 6780. [N3054]

AUSTIN new model, immediate delivery; also 2 A30 saloons £25 under list, all facilities.—West London Motors, 205/209, Fulham Palace Rd., W.6. Ful. 0066. [N4049]

NEW unregistered Austin A30 2-door saloon with heater, formerly £561; now offered at £530.—Premier Garage, 99, Chase Side, Southgate, N.14. Palmers Green 5667. [7051]

ACESSORIES Austin A105, A35, A50, A40, A50, Austin Healey 100M and all commercial models.—Farnell & Stevens, Ltd., the South London Austin Depot, 57, Acra Lane, S.W.3. Repairs and service to Austin exclusively. Brixton 1155. [0689/R]

MEDES & MEDES, Ltd. (Est. 1893)—Direct Austin specialists for over 30 years, offer immediate delivery all models with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill 2040/6642. [N3012]

LANKESTERS (SUBURBON HILL), Ltd., Surbiton Hill Rd., Surbiton, the Austin main dealers, offer early delivery of all models; on only A30 saloon £250; increase price £289.7; demonstration car available; exchanges and deferred terms.—Tel. Elmbridge 0570. [0265/R]

YOU may still be fortunate to secure at pre-increase price your new Austin A30 2-door or 4-door saloon saving £36.10; now available, new A35 saloon, A50 Cambridge 1957 saloon, early delivery of latest models.—Austin saloon, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2324. Open week-days 8 a.m. to 6 p.m. [N2008]

AUSTIN-HEALEY

AUSTIN-HEALEY 100, the production sports car on which extras are standard equipment; also Austin-Healey 100M with "Le Mans" modifications; buy your Austin-Healey from Donald Healey Motor Co., Ltd., North Audley House, Grosvenor Square, W.1. May 3507. [3650]

BENTLEY

CAR MART, Ltd., OFFICIAL retailers, offer for future delivery the S series Bentley saloon; demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

CLOUDEST HOUSE, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 39-42, Peter St., Manchester, 2. Deansgate 6871. [0560/R]

SERVICE Station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0560/R]

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailer.

SHOWROOMS and Service.

MAREFAIR, Northampton. Tel. 31682. [0588/R]

B.M.W.

SOLO B.M.W. concessionaires in Great Britain; orders can now be placed for the new right-hand-drive Type 502, 503 and 507 models. Fraser Nash, 11, Islsworth, Middlesex. Hounslow 0011. [N2015]

B.M.W. ISETTA

SOLO B.M.W. Isetta concessionaires in Great Britain; all sale enquiries will receive our immediate attention; illustrated literature and colour brochure available. Cars, Islsworth, Middlesex. Hounslow 0011. [N2015]

V&**F** MONACO MOTORS.—B.M.W. Isetta main dealers; immediate delivery; demonstrations, information.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0547/R]

BOND MINICAR

RAYMOND WAY.

GREAT BRITAIN'S largest Bond Minicar distributor, immediate delivery of all models; your car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bonds.

MAYFAIR and West End agents; immediate delivery

IFCO, Ltd., 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052]

DORKING MOTOR CO., Ltd., for early delivery all models.—Dorking 2256. [N1088]

NEW A30 2-door saloon, immediate delivery.—Robbins, East Putney. Tel. 7881. [N3010]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

AUSTIN A30 2-door, standard specification, green. Available early delivery. [N2058]

AUSTIN A30 4-door saloon, grey/red, heater.—

Salmons Garages, Ltd., Temple Bar 3338. [N4029]

SPRINGFIELD GARAGES, Ltd., of Southgate, all models available. Tel. Pal 5576 and 5577. [0272/R]

ROYLAND SMITH'S for Bond Minicar.

PART exchanges; terms: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). [N4018]

CLAUDE RYE, Ltd., for your 1957 Bond Minicar.

Immediate delivery; exchanges welcomed.—895-921 Fulham Rd., S.W.6. Renown 6174. [N176]

BOND MINICAR

PRIDE & CLARKE.—All models available; exchanges welcomed, any car or motor cycle accepted as whole or part deposit, balance over 24 months, tax and insurance included in terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3069]

BORGWARD

REVIS CAR SALES.

SOLO distributors for Hampshire, Dorset and Somerset, complete range in stock.—Revis Car Sales, 9/27, New Rd., Southampton. Tel. 22334. [16453]

METCALFE & MUNDY, Ltd.

SOLE concessionaires for all Borgward cars.

PASSENGER cars with optional automatic drive; also Express Microbus with direct fuel injection; full range of commercial vehicles, diesel and petrol; demonstrations at any time; list of distributors on request.—280, Old Brompton Rd., S.W.3. Tel. 5471/0186-7.

BROOKSIDE MOTORS (CROYDON), Ltd., 152, Bromley Rd., Bromley Heath. Tel. 4226.

AERA dealers North East Surrey for Borgward Hansa cars.

[0041/R]

YORKSHIRE.—Borgward Distributors, demonstration cars available; service after sales.—Union Garage, Horbury Rd., Wakefield. Tel. 2193. [0297/R]

BURNS STATUS GARAGE, Ayr 3338. Sole distributors Edinburgh and South of Scotland.—Isabella 1500 demonstration car available—quick delivery.

SURREY, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery new models, spares and service.—F. Fairman & Sons, Ltd., Horley, Surrey. (Tel. 17.) [0319/R]

BRISTOL

ANTHONY CROOK, leading distributors since the car's origin; all models on view for early delivery.—High St., Esher, Surrey. Tel. 4500. [N1063]

BUICK

1956 Buick models now available; immediate delivery.—Sole Concessionaires, Lendrum & Hartman, Ltd., Bulk House, Albermarle St., Piccadilly, London, W.1. [0336/R]

CADILLAC

1956 Cadillac models now available; immediate delivery.—Sole Concessionaires, Lendrum & Hartman, Ltd., Bulk House, Albermarle St., Piccadilly, London, W.1. [0336/R]

CHRYSLER

AUTOSALES (LONDON), Ltd., offer:—

1956 Chrysler Plymouth V8 and 6-cylinder saloons available, choice of colours and specifications; part exchange terms.—59-65, Belize Park, N.W.6. Tel. 5555/2155. [0954/R]

CITROEN

IVERPOOL and district main agents offer the new 11/13 saloon.—Liggett's Garage, Aintree. Tel. 2925. [1715]

C. G. NORMAN & Co., sole distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R]

DAIMLER

ROYLAND SMITH'S for Daimler.

PART exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

DORKING MOTOR CO., Ltd., Distributors Daimler specialists; early deliveries available.—Dorking 2256. [N1088]

SIDNEY MARCUS, Ltd., for your new Daimler, early delivery, first-class After-Sales Service.—33, Sloane St., S.W.1. Tel. Belgrave 5721. [N3006]

FSOKE D.K.W. concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer Nash, Isleworth, Middlesex. Hounslow 0011. [N2015]

FATI STAR.—Illustrated literature on request.—Ferrari Rd., Swiss Cottage, N.W.3. Primrose 7721. [N2015]

FATI STAR.—Immediate delivery 9 a.m. to 6 p.m. [0076/R]

HAMPSTEAD, N.W.3.—Immediate delivery 9 a.m. to 6 p.m. Exchange—North-West Garage, Fiat Agents, Finchley Rd., N.W.3. Tel. 2042-2261. [N2015]

A COMPREHENSIVE selection of all the new Fiat models.—Premier Motors, Main London Dealer. Distributors for S.E. London, 225, Lewisham High St., S.E.13. Tel. 105-1111. [N3026]

MAYFAIR GARAGES, Ltd., accredited West End Fiat stockists for all models; any car or motor cycle taken in exchange; catalogues on request.—Balderston St. (opp. Selfridges' clock), W.I. Mayfair 3104-5.

YOU couldn't do better than take immediate delivery now of your new Fiat 600 Convertible saloon, a car which has been praised so highly for its comfort, safety and economy; company delivery now available of 600 Multipla saloon, the 1957 Motor Show sensation; current market value for your present car subject to inspection.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

FORD

WW. HAROLD PERRY, Ltd., 1105-1111, High Rd., W. Whetstone, N.20. Tel. Hillside 6221.

CONSULT W. Harold Perry, Ltd., before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloons.

W. HAROLD PERRY, Ltd., 278, Ballards Lane, N.W.12. Tel. Hillside 9280. [N3043]

NEW CARS FOR SALE

FORD

ROYAL SMITH'S for Ford. PART exchanges; self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N1018]

CLARKE & SIMPSON, Ltd., for Fords.

CLARKE & SIMPSON, Ltd., Ford retail dealers. Offer immediate delivery Ford range.—49, Sloane Sq., S.W.1. Tel. Sloane 0456. [N1048]

RAYMOND WAY, the hire purchase specialists.

FOR your new Ford; cars, motor cycles and 3-wheelers welcomed in exchange.—Raymond Way's Corner, 10, Kilburn High St., N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [N1079/R]

MATTAIR and West End agents; immediate delivery.

RIPO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N1052]

ATHUR GOUDELL, Ltd., 230-2, Regent St., W.1.

FORD main dealers and distributors.—For delivery details of Zephyrus Zodiac, Consul, etc., etc.—Langham 1534-5. [N1012/R]

JHON S TRUSCOTT, Ltd., authorised Ford dealers.

IMEDIATE delivery Squire, Consul, Zephyrus and Zodiac—173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer.—

NEW Zephyr convertible.

NEW Zephyr.

[N1001]

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [N087/R]

FORD Zodiac, black and red, immediate delivery.—Regent Lion Group, 26, Queenway, W.2. Bayswater 0136. [CS1010]

ZODIAC, Zephyr, Consul and Prefect, immediate delivery.—David Car Centre, 22-34, Horn Lane, Acton, Tel. Acorn 6731. [N1120]

NEW Zephyr Mark II estate car, immediate delivery.—List—Frary Motors, Ltd., Old Windsor, Windsor 2003. [N6704]

COULDSON—H. Harmer (Coulson), Ltd., retail dealers, 273, Chiswick Valley Rd., Coulson Downland 2255.

IMEDIATE delivery Anglia, Prefect, Consul, Zodiac, etc.—S. Morris & Company, 40, Conduit St., W.1. Tel. Regent 0424 (6 lines). [N415/R]

FORD Popular transformed for comfort and road holding by the L.M.B. Supersprung Conversion (1.5-l. south-western model).—L.M.B. MOTORS, 142, Malmesbury Park Rd., Bournemouth Tel. Boscombe 53267. [N3050]

NEW Ford Zephyr, ivory, immediate delivery.—Thomson Motor Co., Ltd., 564, Wycombe Rd., Shirley, Croydon. Springfield 3477. [N2047]

JACK ROSE, Ltd., Ford agents and stockists, Stafford Rd., Wimborne, Surrey. Wallington 6677; also High St., Banstead. Burgh Heath 2376. [N3056]

IMEDIATE delivery Ford Consul Mk. II, black, heater; list price—Arnotts Garage, Ltd., Grange Rd., Whieldon Green, W.10. Whieldon Green 10098.

F H. PEACOCK, Ltd., Ford dealers.—Sales and service, co-ordinating insurance—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). [N0983]

CCHARLES RICKARDS, Ltd., Ford Dealers, offer for immediate or early delivery Popular, Anglia, Prefect, Consul, Zodiac and Consul saloons, any type of car taken in part exchange.

56 Baywater Rd., W.2. Pad. 3440. [N5050]

BRADSTOCK MOTORS, Ltd., Ford dealers, have for immediate delivery, Consul saloon with overdrive, and Prefect standard model, grey—Chase Rd., London, Tel. Epsom 5696-7. [N1090]

R. C. WIMBUSH, Ltd.—Immediate delivery Ford Anglia and Prefect de luxe saloons; part exchange and h.p. facilities.—512, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4056]

PEA COCKS OF FOLKESTONE, Ltd., main Ford dealers—Sales and service; insurance—Showrooms, 130 Sandgate Rd., work and offices, Folkestone Rd., Folkestone 51225 (3 lines). [N0648/R]

YOU couldn't do better than secure immediate delivery of your new Popular, Anglia or Prefect saloon, Zephyr or Zodiac Series II saloon; current market value for your present car subject to inspection.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

ALDIARD MOTORS, Ltd., Acre Lane, Brighton, S.W.2. All Ford models available for delivery of all Ford models; overseas residents enquiries welcomed.—Export Dept., Brn. 6431-2-3-4-5-6 (see also Allard). [N0644/R]

PHEASANT GARAGE, Ford dealers.—Mark II Consul convertible, ivory power hood, P.V.C. and heater; Prefect de luxe, Carlton blue, P.V.C. and heater; New Ford Popular, black; hire purchase exchanges, insurance.—Belmont Rd., Erdington 5261 and 2002. [N6927]

FRASER NASH

REQUESTS for literature to the manufacturers.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

HEINKEL

JOHNSON & BROWN, Heinkel distributors, 268/270, High St., Bromley. Ravensbourne 8841-2. [N2073]

CLAUDE RYE, Ltd., for your 1957 Heinkel.—

Immediate delivery; exchanges welcomed.—995-921, Fulham Rd., S.W.6. Renown 6174. [N1777]

HILLMAN

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailer, for prompt delivery all Hillman models; demonstration cars available; part exchanges; confidential credit facilities; view the new "finest of them all" Hillman.—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middlesex (opposite Wembley Town Hall). Arnold 5252 (4 lines). [N0796/R]

HILLMAN

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0532. [0411/R]

NEW Hillman Minx, grey and blue, list—Bradford of Cricklewood, Edgware Rd., N.W.2. Gladstones 1134. [N1048]

CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—Lewisham Bridge, London, S.E.15. Lee 8858. [N0784/R]

JACK ALPE offers new Hillman Minx de luxe saloon in antelope with red upholstery; demonstration car available.

JACK ALPE, 50, Marylebone High St., W.1. Welbeck 1124. [N1105]

HILLMAN Minx de luxe saloon, pearl grey/antelope with red and grey trim.—Atalanta Service Station, 79-81, New King's Rd., Fulham, S.W.6. Renown 11022. [N1125]

SMITH AUTO Co., Ltd., area dealers for Roots Group, offer favourable delivery of the Hillman range—145, London Rd., Croydon. Croydon 2115. (5 lines). [N0884/R]

SPINKS, 83-101, Heath Rd., Twickenham. Tel. Spinkes 1035-6-7-8. [N0478/R]

HUDSON

SPINKS (TWICKENHAM) LTD., the Hudson distributor, offers immediate delivery of Hudson Ranger and Cross-Country Station Wagons; imported direct from America; r.h. drive; all Hudson spares and service available at—

SPINKS, 83-101, Heath Rd., Twickenham. Tel. Spinkes 1035-6-7-8. [N0478/R]

HUMBER

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailer, for prompt delivery Hawk and Super Snipe; view the new Hawk de luxe; demonstration cars available; part exchange; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middlesex (opposite Wembley Town Hall). Arnold 5252 (4 lines). [N0792/R]

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0532. [0411/R]

CARRIS MOTORS, Ltd., for quick delivery of the Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.15. Lee 8858. [N0792/R]

JACK ALPE offers immediate delivery new Humber Hawk de luxe saloon in Mayfair grey with red upholstery; demonstration car available.—Jack Alpe, 50, Marylebone High St., W.1. Welbeck 1124. [N1105]

SMITH AUTO Co., Ltd., area dealers for Super Snipe and Hawk saloon—145, London Rd., Croydon. Croydon 2115 (3 lines). [N0887/R]

JAGUAR

HENLYS, Ltd.

ENGLOND'S largest Jaguar distributor.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 365, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER—1-3, Peter St. (Blackfriars 7843.) [0153/R]

ROWLAND SMITH'S for Jaguar.

2.4 litre and Mk. VII saloons, stock and demonstration cars available; part exchange any distance, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Tube N.W.3. Hampstead 6041. [N4048]

BUCKINGHAMSHIRE area dealers.

MARK VII M saloon and XK140 models for early delivery; demonstrations arranged.

PEEPLEY MOTORS, Ltd., Bath Rd., Slough, Bucks. Slough 25121. [N0430/R]

CLARKE & SIMPSON, Ltd., for Jaguars.

NEW 2.4-litre, maroon, in stock; orders can now be accepted for the Mark VIII. Demonstrations for pleasure.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048]

BRUNES STATUS GARAGE, Ayr 3338, main agents for Ayrshire.—Early delivery all models. [0481/R]

WOKING MOTORS, distributors, Surrey—Maybury Hill, Woking, Surrey. Tel. Woking 4277-8. [N4057]

1957 Mercedes-Benz model 220S, finished green—Tel. 2973. [N2016]

LIVERPOOL and district main agents offer saloons, vans and pick-ups from stock—Liggett's Garage, Aintree, Tel. 2935. [T716]

TYPE 220A hide upholstery, new and unregistered: £52.175. Modified Autos, Ltd., 480, Fitzwilliam St., London, W.1. Euston 2529. [N3001]

GALT OF GLASGOW, distributors, offer immediate or early delivery according to model.—James H. Rd., S.W.1. Woodlands Rd., Glasgow, C.5. [0884/R]

MIDLAND Counties distributors; demonstrations of all models.—Carols Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [N1047]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 15, distributors for Lancashire and Cheshire.—Seals, spares, service.—Tel. Ardwick 4351-7. [0265]

NORFOLK, Cambridgeshire and Suffolk distributors of imported cars, demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd., Stowmarket. [0861]

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial, early delivery—39-40, Old Steine, Brighton 25102-3-4. [N3108]

MESSERSCHMITT

M.P.H.W. SALES.

BUY from us.—The specialists with the home demonstration service—the sponsors of the re-formed Owners' Club; all purchase facilities on new and 2nd hand machines; spares, repairs and advice services.—Tel. Byfleet 326.

M.P.H.W. SALES, Station Approach, West Byfleet, Surrey. [0261]

CLAUDE RYE, Ltd., for your 1957 Messerschmitt.—Immed.-date delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [S176]

COMMERBROOKS, Ltd., for Messerschmitts; delivery from stock; parts, service, demonstrations; exchanges; postal transactions very easily arranged.—Comerbrook, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [0268/R]

M.G.

ROWLAND SMITH'S for M.G.

IMMEDIATE delivery Magnette saloon and M.G. A 2-seat saloon.

PART exchange, any distance, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

IMMEDIATE delivery latest type M.G. Magnette, blue, from stock at list price, inc. P.T.O.: £1,040/17.

CLAUDE RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 5440. [N3050]

LYN, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Montevue 4401, off.

M.G. Magnette, maroon, available early delivery; list price. [N2058]

NEW CARS FOR SALE

M.G.

DORKING MOTOR Co., Ltd.—Early delivery Magnette. Immediate delivery M.G. A.—Dorking 2256. [N1088]

MAGNETTE 1957 model, in black with beige hide; immediate delivery—S. Morris & Co., 40, Conduit St., W.1. Tel. NC 0424.

JACK ROSE Ltd., M.G. agents and stockists.—Stansfield Rd., Wallington, Surrey. Wallington 6677. High St., Banstead. Burgh Heath 2376. [N3056]

IMMEDIATE delivery M.G. saloon, choice of colours, list price—Rogers Garage, 22, Chiswick High Rd., Chiswick, W.4. Tel. Chiswick 6780. [N3054]

IMMEDIATE delivery M.G. A, choice of colours, list price—Rogers Garage, 22, Chiswick High Rd., Chiswick, W.4. Tel. Chiswick 6780. [N3054]

IMMEDIATE delivery new M.O. Magnette saloon and 2-seater.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highclere 2275. [N2109]

M.G. Official M.G. retail dealers; all models available, part exchange welcomed, hire purchase.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [N3041]

R.C. WIMBUSH, Ltd., M.G. stockists; offer immediate delivery M.G. A and Magnette saloon; part exchange and h.p. facilities—312, Earl's Court Rd., London, S.W.5. Fremantle 8401-2. [N4056]

MURIES & MEBBES, Ltd. (est. 1893)—Immediate delivery of standard saloon and 3-seater. M.G. A with exceptional after-sales service facilities, part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. 2040/6642. [N3012]

MORGAN

JOHNSON & BROWN offer immediate delivery new Morgan 4/4 Series II, ivory and black—265-267, High St., Bromley. Ravensbourne 8841-2. [N2073]

BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine—161, Gt. Portland St., W.1. Langham 7733. [N510/R]

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Tel. 0570. [N723/R]

MORRIS

ROWLAND SMITH's for Morris.

PART exchanges, self-financed terms, 5% interest; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BURGE & INGLIS MOTORS, Ltd.

1957 Morris Minor 1000, 2-door; also 1956 Oxford new, unregistered, immediate delivery; early delivery of all other models; part exchanges.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

BROOKLANDS—Appointed retailers.

IMMEDIATE delivery or early delivery, all models.

DEPT. RDA, 103, New Bond St., London, W.1. Mayfair 8851. [N1029]

D.J. SHEPHERD & Co. (ENFIELD), Ltd., offer:

NEW Morris Oxford and Cowley for immediate delivery.—D.J. Shepherd & Co. (Enfield), Ltd., 436, Hartford Rd., Enfield. Howard 1851. [N4009]

IMMEDIATE delivery latest Minor 1000 4-door saloon, birch grey, at list price.

CHARLES RICKARDS, Ltd., 56 Baywater Rd., W.2. Tel. 5440.

LYNNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401 offer: NEW new Morris Oxford, black, red upholstery, early delivery. [N2058]

DORKING MOTOR CO., Ltd.—Early delivery all models—Dorking 2256. [N1088]

MORRIS Minor 1.000 2-door black standard saloon. M.—Haskins, Ladbroke 1155. [N3027]

1956 Oxford s.t. Cowley saloons at reduced prices—Tel. Potters Bar 2040. [N1088]

SMITH & HUNTER, Ltd.—Specialists; sales, service—376, Kensington High St., W.14. Western 2312.

TEST drive any Morris car at Chain Garage, Hanger Lane, Ealing, W.5. Tel. 4404. Official agents.

JACK ROSE, Ltd., Morris agents and stockists—High St., Banstead, Surrey. Burgh Heath 2376. [N2056]

KDM & CERRINGTON, Ltd., for Morris; terms and exchanges—9, Albemarle St., W.1. Tel. NC 5551. [N2054]

MORRIS Oxford, new, dark green, immediate delivery—Herbert Mills, Ltd., 75, Gt. Portland St., W.1. Tel. Launton 5506-7. [N2036]

L YESTERDAY GARAGE, Ltd., Hampstead Garden Suburb. Official Morris Agents; quick deliveries, part exchange; yearly contracts; specialised service—Lytellon Rd. (A.I.), N.2. Speedwell 3500/3550. [N652/R]

MURIES & MEBBES, Ltd. (est. 1893)—Direct Morris specialists for over 30 years, offer early delivery all models; exceptional after-sales service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. 2040/6642. [N3012]

L ANKESTER ENGINEERING CO., Ltd., offer immediate delivery Morris Oxford saloon and the latter at pre-increase prices; also immediate delivery 5 & 10cwt vans; exchanges and deferred terms—59-43, Eden St., Kingston-on-Thames, Kt. 5151-6. [N264/B]

NASH

SOLE concessionaires for all Nash models, r.h.d. available. American and Canadian Forces personnel and members of the Diplomatic Corps supplied on a duty-free basis.

NASH CONCESSIONAIRES, Ltd., Albany St., London, N.W.1. Tel. Euston 5558. [N562/R]

OLDSMOBILE

SOLE distributors for the United Kingdom.—Lex Garages, Ltd., 2, Lexington St., London, W.1. Gerrard 8600 (20 lines). [N578/R]

OLDSMOBILE, telephone or write now for details of a special bargain opportunity regarding a brand new unregistered 88 2-door sedan (used only for showroom exhibition).

LEX GARAGES, Ltd., Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [N6830]

PACKARD

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middlesex. Ealing 5400-10730/R

PEUGEOT

TOM KNOWLES.

TOM KNOWLES, Peugeot Concessionnaires, 19, Brick St., Piccadilly, W.1. Grosvenor 5673-4. [N698/R]

G. K. BALLAMY, Automobile Engineers, Alfred Place, Worthing. Tel. Worthing 5768. Peugeot distributors Sussex and South Coast. [N4753]

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex; immediate delivery, dealers wanted, territory available. [N3035]

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the Channel Islands). Four areas within the districts within the counties of Kent, Surrey and Kent)—127, High St., Croydon. Tel. Cro. 7211-7217. [N391/R]

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Fulham 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [N950/R]

PORSCHE

SOLE Porsche concessionaires in Great Britain: all sales enquiries will receive our immediate attention; illustrated literature on request—Trotter, Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N1205]

RELIANT

CLAUDE RYE, Ltd., for your 1957 Reliant—immediate delivery, exchanges welcome!—895-921 Fulham Rd., S.W.6. Renown 6174. [N1795]

RENAULT

HENDON CENTRAL GARAGE, Ltd., offer:—NEW 750 Renault de luxe, fitted with Serloc clutch; list—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [N2034]

MARTIN VAUGHAN MOTOR CO., Ravensbourne Rd., Bromley, Kent. Ravensbourne 2391.—Renault Stockists. [N847/R]

WILLIAMS, Renault Sales and Service, Surbiton Rd., Elstree, Herts. Tel. Elstree 1873. Distributors 1909. [N4070]

FRED GUY for new Renaults; immediate delivery 750; terms and exchanges—198, King St., W.6. Riverside 3131. [N085/R]

BARNEHURST GARAGE, Ltd.—Renault distributor for Kent; immediate delivery of all models—1-5, Barnehurst Rd., Beckley Heath 725. [N942/R]

RENAULT sales and service: immediate delivery of 750 de luxe saloons in all colours; h.p. arranged.—Willesden, N.15. Tel. 55-75, Cadogan Lane, London, SW.1. [N1018/R]

PERFORMANCE CARS, Ltd., Middx, distributors, all models available, demonstrations: part exchange valuation.—Great West Rd., Brentwood, Middx. Ealing 8841 (4 lines). [N3041]

AUTO SALES (LONDON), Ltd., North London distributors for Renault can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in service and service—59-63, Belize Rd., N.W.8. Mat. 5555. [N110/R]

RILEY

NEW Riley Pathfinder, Dienes Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6731. [N1120]

PERFORMANCE CARS, Ltd., Riley agents, Great West Rd., Brentford, Middx. Ealing 8841. [N1205]

NEW Riley Pathfinder in stock, cedar green, bucket seats, overdrive; £1,475. [N3041]

MAXIFAR and West End agents; immediate delivery Pathfinder.

IPCO, Ltd., 166, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052]

YOUNG will always do better by personal contact with Mr. Clarke & Mr. Simpson—49, Sloane St., S.W.1. Tel. Sloane 0436. [N1048]

REA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange; h.p. terms—Montrose Motors, Wembley 2636. [N0765/R]

RILEY Pathfinder, very latest specification, finished dual-tone grey-beige, maroon leather, bone, seat heater, tubeless tyres; one only available at current list price.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 320 Euston Rd., N.W.1. Euston 1212.

LOUCESTER House, 150, Park Lane, W.1. (Corner Piccadilly) Grosvenor 3434. [N1039/R]

ROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 31682. [N0520/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 338-42, Peter St., Manchester, 2. Deansgate 6671. [N1001]

SERVICE Station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [N051/R]

ROVER

HENLYS, England's leading motor agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 8515.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

ROVER

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R]

BURGE & INGLIS MOTORS, Ltd.

1956 Rover 75, ivory/red interior, new unregistered models.—Dudden Hill Lane, N.W.10. Willesden 4869. [N1047]

BROOKLANDS—Appointed retailers.

IMMEDIATE delivery or early delivery, all models.

DEPT. RDA, 103, New Bond St., London, W.1. Mayfair 88351.

COOMBES & SONS (GUILDFORD), Ltd., for Rover sales and service.

MALE agents for South-West Surrey, St. Catherine's Green, Caterham—Dudson 62907-8. [N246/R]

NEW 1957 Rover 75, ivory/red interior, new unregistered models.—Acton, Tel. Acorn 6731. [N1120]

KJ MOTORS, Ltd., N.W. Kent's leading Rover agents.

MALE agents for South-West Surrey, St. Catherine's Green, Caterham—Dudson 62907-8. [N246/R]

NEW 1957 Rover 75, ivory/red interior, new unregistered models.—Acton, Tel. Acorn 6731. [N1120]

KJ MOTORS, Ltd., main dealers—New models in stock.—Dorking 2256. [N1083]

BEXHILL—P. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesbrough Rd., Tel. 2382-3. [N051/R]

NEW Rover 90 and 75 1956 models, reduced prices; Rover area dealers.—Surrey Motors, Sutton, Surrey Vigilant 4444. [N1120]

WATERLOO GARAGE Main Agents, Leatherhead's Garage, 367, Limplesford Rd., Leatherhead. [N063/R]

SANDERSFIELD LTD. Main Agents, Leatherhead's Garage, 367, Limplesford Rd., Leatherhead. [N063/R]

KDM & CERRINGTON, Ltd., for Rovers.

TERMS and exchanges—9, Albemarle St., W.1. Tel. Grosvenor 5551. [N2054]

SIDNEY MARCUS, Ltd., Rover agents, new models.

FOR delivery and demonstration—33, Sloane St., S.W.1. Tel. Belgrave 3721. [N3000]

CATERHAM, Purley and district, main dealers; early delivery of full range of Rover cars.—Layhams of Caterham, Tel. Caterham 2384. [N024/R]

NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and parts service, Northampt. fair, Northampton Tel. 31682. [N001/R]

WATFORD and district—Harris-Mays & Co., Ltd., delivery enquiries invited; main dealers since 1933.—Act of "Herts" Garage, Watford 4026. [N082/R]

NEW Rover 90 saloons, 1956 series, for disposal, choice of colour: enquiries invited for all Rover models.

R. P. POWELL MOTORS, Ltd., Area Dealers, 321, Romford Forest Gate, E.7. Maryland 7781. [N0457/R]

H. A. FOX & Co., Ltd., appointed to receive enquiries and orders for all models—5, Building Gdns., Old Bond St., London, W.1. Tel. Regent 8222. [N1414]

OSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station: Cheetah Hill Rd., Manchester, 8. Tel. Bla. 2302. [N0868/R]

SIMCA

A LIMITED number of Elysee '56 models available: £860—Apply Fiat (England), Ltd., Per. 5851. [N065/R]

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 8821-2. Immediate delivery of Simca cars. [N3040]

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North, Kent.—Ask for demonstration: immediate delivery, exchanges, terms—308, Erith Rd., Erith Heath. Erith 2469 and 2629. [N108/R]

SINGER

W.M. WEBB MOTORS, Ltd., largest Singer dealers in the country; constantly at your service.

WEBB MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Webbe 1129. [N4043]

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountain 4444. [N2021]

A. L. DALTON & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2/3, offer:

NEW Gazelle convertible and saloon—early delivery. [N1001]

FULL range of models on show and for trial at the 100% Singer specialists.

AUTOMENDERS, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8291. [N757/R]

IMMEDIATE delivery of the Singer Gazelle.—Lockhart's Service Depot, Dunstable. Tel. 114. [N120/R]

C. 444-6, Brighton Rd., South Croydon. Uxbridge 6629. [N081/R]

ORDER the new Singer Gazelle now in stock at Holme Park Autos, 142, Hollands Park Ave., W.11. Park 2262. [N2085]

BROMLEY—Order your new Singer from Johnsons & Brown, 265-270, High St., Bromley. Ravensbourne 8841-2. [N2073]

SINGER Hunter Special with many extras, colour blue, new and unregistered; cost £820, offered at £750; carries maker's guarantee.

BARNES GARAGE, 41, William St., Windsor. Tel. 776. [N736]

THE NARBOROUGH ROAD GARAGE, Ltd., 197-201, Narborough Rd., Leicester. Tel. 5324. Singer sales and service, offer one Singer special saloon, beige and red upholstery; trade enquiries welcomed. [N671]

STANDARD 10 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.1. Tudor 2301-2. [N5018]

STANDARD

L. F. DOVE, Ltd.

A REA main dealers.

SEE it; try it; buy it.

69. The Broadway, Wimbledon, S.W.19. Tel. 3456. [N1077]

STANDARD 10 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.1. Tudor 2301-2. [N5018]

NEW CARS FOR SALE

STANDARD

GATEHOUSE offer:-

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

BOWES ROAD GARAGE.

IMMEDIATE delivery new Super 8 at the reduced price of £608/17.—See below.

NEW Family 10 beige, at the reduced price of £576/17; hire purchase or Stanhire rental scheme—Bowes Road Garage, Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284/3/6. [N2223]

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Phase III Vanguard saloon.

PART exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BURGE & INGLIS MOTORS, Ltd.

STANDARD Super 8, Phase III, Vanguard, black/grey, new unregistered, immediate delivery; early delivery all other models.—Dudden Hill Lane, N.W.10. Willesden 4668. [N4017]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard retail dealers, invite you to inspect the full range of Standard cars that are available for immediate delivery.—Berkeley Sq., London, W.1. Gro. 4343. [0856/R]

GEORGE BOYLE (SPORTS CARS), Ltd., Mollington. We have in stock the famous new Standard Family 10hp saloon, ideal for trials, rally work and complete with over twin carburettor conversion, modified engine and Anti-Roll Bar. PRICE complete, £269 17s. ex works.

MESSRS GEORGE BOYLE (SPORTS CARS), Ltd., Wheatsheaf Garage, Parkgate Rd., Gt. Mollington, Nr. Chester. Tel. No Great Mollington 353-4-5. [N4755]

IMMEDIATE delivery Standard Vanguard phase III saloon, beige/green, brown leather; £914/17. [N3050]

CHARLES RICKARDS, Ltd., 56, Baywater Rd., W.2. Pad. 3440.

LANKESTER ENGINEERING Co., Ltd., 80-83, Victoria Rd., Surbiton. Elmbridge 1184-5.

STANDARD & TRIUMPH Distributors, Surrey since 1938. Immediate delivery of all models.

DEMONSTRATION cars available; exchanges and deferred terms and Stanhire transected. [0402/R]

STANDARD Family 8, grey, immediate delivery.—Salmons Garages, Ltd., Temple Bar 3338. [N4028]

JOHN S. TRUSCOTT, Ltd., for Standard; immediate delivery Stanhope details on request; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Westbury 4274. [N4029]

STANDARD 8 saloon.—Try Motors (London), Ltd., Standard 8 North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

IMMEDIATE delivery 8 and 10hp saloons, estate cars, Vanguard Ph. III.—S. Morris & Company, 40, Conduit St., W.1. Tel. Regent 0424 (6 lines). [0416/R]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068. Standard and Triumph main distributors in areas of Surrey and Kent.

PHASE III Vanguard, immediate delivery; also 8 and 10hp saloons at pre-increase prices.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [N3006]

FAMILY 8 saloon and Vanguard Phase III saloons, immediate delivery on "Stan-Hire" hire purchase; part exchanges.—Kings Motors, 1, High St., Bounslow. Tel. 7552.

IMMEDIATE delivery Standard Family 10 at reduced price; generous part exchange allowance.—Arnotts Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 6161. [N3044]

NEW Standard 8 and 10 saloon, also Vanguard Phase III, black, immediate delivery, one Standard 10 family saloon, pre-increase price.—Robins, East Putney, Tel. 7881. [N3010]

METROPOLIS GARAGES, Ltd., offer for immediate delivery at the new reduced prices: Standard 8, 10s. and Vanguard Phase III; choice of colours—45, Earls Court Rd., W.8. Western 4544. [N600]

DUDLEY COBBOLD AUTOMOBILES for immediate delivery: Vanguard, Phases I, II, III. Sutton 10. Family 8 and 8 saloon—206-10-16. The Broadway, Wimbledon, S.W.19. Cherrywood 3366-7. [0955/R]

YOU couldn't do better than secure immediate delivery now of your new Standard 8, Standard 10 or Vanguard III saloon, also available Vanguard III estate car and 10 Good Companion; current market value for your present car subject to inspection.—F. H. RICHARDSON, Ltd., 206-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2006]

STUDEBAKER

ALIMITED number of new 1956 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [0690/R]

SUNBEAM

NEWTONS OF WEMBLEY. EXCLUSIVE Rootes retailers for prompt delivery of the famous truly proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities; see the wonderful Rapier at:

THE NEWTON SERVICE GARAGE, Newton Comer, Wembley Park, Middlesex (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0771/R]

GEORGE HARTWELL, the Sunbeam-Talbot specialists.

SUNBEAM Rapier & Mk. III saloons, all colours, S available for immediate delivery.—35-41, Holdenbury Rd., Bournemouth. Tel. B'rnemouth 4161. [N2079]

BARNET area.—Sunbeam main dealers—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0322. [0413/R]

SUNBEAM

SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115. 3 lines.) [0869/R]

IMMEDIATE delivery, new Sunbeam Rapier and Marlin, Ltd., 10, Lindhurst Rd., Christchurch, Tel. Highclere 2275. [N2109]

PHILLIPS MOTORS official Rootes retailers, will demonstrate Sunbeam cars anywhere; usual h.p. or special rental agreement; part exchange.—77, Chalk Farm Rd., N.W.1. Primrose 6666. [N3106]

TRIUMPH

L. F. DOVE, Ltd.

THE official TR centre.

SEE it; try it; buy it.

69. The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

ROWLAND SMITH'S for Triumph.

PART exchanges; self-financed terms 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers, offer immediate delivery TR3 models; demonstrations and part exchange arranged.

BERKELEY Sq., London, W.1. Gro. 4343. [0860/R]

KJ MOTORS, Ltd., N.W. Kent's leading Standard/Triumph area dealers.—Bromley. Rav. 3456. [10285]

TR2.—We value cars in part exchange—Performance Cars, Brentford, Middx. Ealing 8841. [N3041]

METROPOLIS GARAGES, Ltd., for Triumph sales and service.—45, Karis Court Rd., W.8. Western 4544. [N599]

CAR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R]

LANKESTER ENGINEERING Co., Ltd. (distributors in Surrey since 1911).—Immediate delivery TR5 hardtop, colour green, black top; exchanges and deferred terms.—80-83, Victoria Rd., Surbiton. Elmbridge 1184-5. [0693/R]

VAUXHALL

VAUXHALL cars.—Shaw and Kilburn, Ltd., Show rooms:—

4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]

1957 Vauxhall Cresta, Velox and Wyvern, immediate delivery.

LENDRUM & HARTMAN, Ltd., Buick House, Albermarle St., Mayfair 11. Park 7121. Part and Service, Old Oak Lane, N.W.11. Elgar 7611. [0370/R]

KJ MOTORS, Ltd., main dealers, all models; immediate delivery Bromley. Rav. 3456. [0221/R]

KEITH & BOYLE (Ltd.), Ltd., Terminal House, 90, Clapham Rd., S.W.3 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0608/R]

NEW Vauxhall Wyvern and Velox saloons, 1957 models, immediate delivery.—Robbins, East Putney, Tel. 7881. [N3010]

HAMILTON MOTORS (LONDON), Ltd., main dealers, 466-490, Edgware Rd., London, W.2. [0241]

ODELL 2222. Immediate delivery.

YOU couldn't do better than secure immediate delivery of the new Vauxhall Wyvern and Velox saloon; current market value for your present car subject to inspection.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2005]

FOR immediate delivery: Cresta, Velox and Wyvern.

HAMPSHIRE MOTORS (London) Ltd., Vauxhall, W.2. Call. write or Tel. Paddington 0222. [N2032]

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, Official Vauxhall Agents; quick deliveries; part exchange; yearly contracts; specialised service.

Lytelton Rd. (A.L.), N.2. Speedwell 3500. [N2030]

VOLKSWAGEN

VW MOTORS Ltd., Byron House, 7-9 St. James's St., London, S.W.1. White 3501. Sole commissioners for Great Britain and Northern Ireland. Caravans available for early delivery. [0648/R]

SUSSEX DISTRIBUTORS.—Prestwich (Home), Ltd., St. John's Rd., Epsom. Tel. 34037-8. [0190/R]

BRADSTOCK MOTORS, Ltd.

VOLKSWAGEN agents of the south, offer:-

DELIVERY from stock, demonstration and enquiries.

DELIVERY will receive our immediate attention.—Works and showrooms, Chase Rd., Epsom. Tel. Epsom 5667-6. [N1090]

ELM AUTOSALES (VOLKSWAGEN CAR DEALERS)

LATEST model de luxe saloon, prairie beige, red interior immediate delivery; list price—£6/68. [0648/R]

Herfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [V/W service dept., Elm Garage, S.W.19. Wim. 4525/0472.] [02067]

ACOLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2/5. offer:-

NEW de luxe saloons and transporters. [N1001]

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors enquiries welcome; the original distributor and specialists.

Ripley 2361, and Coborne Garage (Kent), Ltd., Maidstone, Kent. Tel. Manton 236. [N217/E]

SOUTH Yorkshire and North Derbyshire.—Distributors, Ltd., Gilders & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358-9. Complete facilities. [0128/R]

VOLKSWAGEN

CROYDON.—H. Harmer Car Sales, Ltd., area dealers: 444-8, Brighton Rd., South Croydon. Uplands 8623. [0127/R]

DONALD VINCE OF CROYDON have cars and transporters always in stock.—158-162, London Rd., Croydon. Tel. 9546. [0341/R]

LIVERPOOL and district Main Agents offer saloons, vans and pick-ups from stock.—Liggetts Garage, Aintree. Tel. 2955. [0115]

ALL Models! Terms exchange; cars bought; repairs to seat covers, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [N4100]

BRÖMEL.—Volkswagen for immediate delivery.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [N2073]

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129-131, Old Brompton Rd., S.W.7. Tel. 7722. [0900/R]

PRIDE & CLARKE South London distributors.—All models available in any car welcome in part-exchange; tax and insurance included in terms over 2 years.—Stockwell Rd., S.W.9. Brixton 6251. [M3068]

N.W. LONDON authorised dealers, delivery from stock, demonstration any time; exchanges, terms.—Walter Scott, Ltd., 39, College Crescent, N.W.3 (Swiss Cottage Tube). Pri. 4466. [N4006]

DAVIES MOTORS, Ltd., official distributors, demonstration cars available; latest models on display; full service and spares facilities open on evenings and afternoons.—275, London Rd., Staines. Tel. 4211 (five lines).

V& F MONACO MOTORS for Volkswagen; immediate delivery saloons, early delivery vans, pick-ups; terms, exchanges.—6, Astwood Mews, Courtfield Rd., S.W.7. (near Gloucester Road Stn.). Fremantle 4414. [0851/R]

OFFICIAL main dealers of the V.W. Europe's most popular car because of its economy, performance and life exchanges; terms; demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Below.

BENMOTORS, Ltd., Clarendon Rd., London, W.11. (50 yds. Holand Park Tube) Park 5086. [N1017]

WILLYS

WILLYS (Cars and Jeeps), Sole Concessionaries.—Steele Griffiths, London, S.E.5. [0812/R]

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 15/50, 6/90 models; part-exchange and hire-purchase.—12, Berkeley St., W.1. (Mayfair 5951); 12, Chelsea Manor St., S.W.3. (Flaxman 8181); 39, London Rd., Croydon (Thornton Heath 4202). [N4046]

H. BEART & Co., Ltd.

WOLSELEY distributors

OFFER brand new!!! Wolseley 6/90 Series I saloon. Overdrive, all standard model, at substantial price reduction.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081]

ROWLAND SMITH'S for Wolseley.

15/50 saloon on view, early delivery all models.

PART exchanges, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BROOKLANDS.—Appointed retailers.

IMMEDIATE delivery or early delivery, all models.

DEP. RDA, 103, New Bond St., London, W.1. Mayfair 8351. [N1029]

J. D. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

NEW Wolseley 6/90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009]

DORKING MOTOR Co., Ltd.—New 15/50 in stock.

Decking delivery 6/90—Dorking 2256. [N1088]

KDM & CHERRINGTON, Ltd., for Wolseleys; W.1. Gro. 5551. [N2054]

IMMEDIATE delivery, new Wolseley 15/50 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highclere 2276. [N2109]

JACK ROSE, Ltd., Wolseley agents and stockists.—Stafford Rd., Wallington, Surrey. Wallington 6677. High St., Banstead. Burgh Heath 2376. [N1056]

NEW unregistered Wolseley 6/90 saloon, Mark 99, Chase Side, Southgate, N.14. Palmers Green 5687. [N1052]

CLARKE & SIMPSON, Ltd., for Wolseleys; you will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048]

RC WIMBUSH, Ltd., Wolseley stockists; offer early delivery 6/90 and 15/50 saloons; part exchange and D.P.P. facilities.—512, Earls Court Rd., London, S.W.5. [N4056]

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam Talbot cars are available from the distributor, Rootes Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [N012/R]

MARSTON MOTOR CO., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 8000. [N1017/R]

BRITAIN and back; the new car of your choice bought without purchase tax from £350 can await your arrival at London Airport; use it for your leave and let us arrange shipment back, and complete all formalities without charge for our services, gladly given; immediate air-mail reply from Steele Griffiths, Ltd., London, S.E.5, England. [04052/R]

MISCELLANEOUS ADVERTISEMENTS

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1956 Vauxhall (Velox, Wyvern), or Austin (A50, A50A), heater, radio, self-drive from 3½s per week, plus small mileage charge. (Summer 5½s.)

CENTRAL OF 5 CARS, including unlimited mileage; continental touring, etc. A.R.C.A.M. membership; special facilities for overseas visitors.

SYNCHRO GARAGE, Ltd., 1, Petersham Mews, S.W.7. Western 4108/6307. Cables. Synchro, London.

SELF-DRIVE

£5 per week

FLEET of 1956 cars from Ryans

10-11, Babmaes St., off Jermyn St., 100 yards Piccadilly Circus, W.H.6464; also at Liverpool, Belfast, Dublin (and Airport), Cork, Limerick, Dun Laoghaire. [0450/R]

TOR HILL, Ltd.

NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5686. [0360/R]

GEE CARS offer:-

SIX months' contract hire of 1956 new type Ford Consuls, allowing 7,500 miles free for 20/- per day including tax, full comprehensive insurance and free maintenance.

GARAGE, 60-62, Queenstown Rd., S.W.8. Macaulay 3363; or Showrooms, 169, Fulham Rd., S.W.5. Knightsbridge 4733. [0746/R]

MON.—Fri. cars from

12/6 per day.

25 miles free.

J. DAVY,

ING: Knightsbridge, K.N. 4211; Earls Court, Fre. 6000; Piccadilly Circus, TRA. 2021. [0401/R]

SELF-DRIVE CARS, Kensington.

NEW Austins, Fords, Morris, Standards, Vauxhalls; also Daimlers, Commer, etc.; comprehensive insurance; special rates for overseas visitors.

SELF DRIVE CARS, Adam & Eve Mews, W.8. W.E. 0602. Cables: "Britcars, London." [0166/R]

SMITH & HUNTER for self-drive, inclusive rates.—S.76, Kensington High St., W.14. Western 6417.

1956 cars unlimited.—Orange Service Garage 246, Romford Rd., Forest Gate. Mar. 2595. [0590/R]

WELBECK CAR HIRE offer new Ford Anglia on unlimited mileage; 8 a.m. 35/-, 5 p.m. 35/-, 1 week 12/10.

WE (near Baker St. Stn.), Wel. 3991. Office hours 8 a.m. to 6 p.m. except Sundays. [0631/R]

MANCHESTER.—Drive yourself 1955-56 Vauxhalls;

overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England; free.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1927. [0646/R]

FOREST HILL, 2422.—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodvale Rd., S.W.25. [0671/R]

AUSTIN and Morris self-drive or chauffeur-driven.—Cars.—Chapman's, 12, Cordinnington Mews, W.1. Park 9864-5. [0466/R]

BEDFORD, Dormobiles, Austins, Morris, self-drive hire.—Mayday Motors, Ltd., Mayday Rd., Croydon, Thomas Heath 504-505. [0397/R]

self-drive cars available for hire from 1st April.

1956 Motoring, Ltd., 122, Knightsbridge, S.W.1. Tel. Ken. 6428 and Baywater 8229 (garage). [0055/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war E 8 and 10hp cars; unlimited mileage; cars delivered.—E 5022 and 6357—290, Millwood Rd., Herne Hill, S.E.24. [0683/R]

1956 Volkswagens, de luxe, radios, heaters and air conditioning; unlimited mileage rates.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. [0322/R]

JOHN GIBSON self-drive specialists.—[0322/R]

W Austin A50 Cambridge and A90 Westminsters, competitive rates.—Mansell Rd., S.W.19. [0581/R]

POST-WAR self-drive cars from £10 per week or £10 per day; special facilities for overseas visitors.

G. P. (Gibson), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R]

1955 Zephyrs, radios, heaters, full A.A. membership, unlimited or limited mileage rates.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2640/650. [0318/R]

1956 cars in perfect condition, self-drive from £1 per day, £5 per week, 4d per mile, all types; left-hand drive cars available in Dieppe, Paris and major Continental cities.

WILSONS CAR HIRE SERVICES, 34, Acre Lane, W.2. Brixton 4011, or 1-5, Donkin Rd., Elmswell 3901. [M4065/R]

PALMERS OF KENSINGTON self-drive hire, 1955 Consul, Prefect and Anglia saloons, special period rate for overseas visitors.—3, Russet Gardens, Mews, Kensington, S.W.8. 970-5 and 5961. [0202/R]

DRIVE YOURSELF HIRE Co. (LONDON), Ltd., the new popular tariff for business and pleasure, 20, Grosvenor Place, Victoria, S.W.1. Sfo. 9844, 306, Seven Sister Rd., Finchley Park, N.4. Sta. 5493. [0507/R]

PARTS & ACCESSORIES, REPAIRERS, ETC.

AXLESHAFTS

AXLESHAFTS and crown wheels and pinions; almost all types in stock, now and then; very keen prices.

WARD'S MOTOR STORES, Wallasey, Tel. 4151. [0035/R]

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists of all make. Can we help you?

Crown wheels and pinions; large stock.

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Wfront and rear, repaired, straightened, heat treated, etc.—56, High St., Wimbledon. [0586/R]

CARS FOR HIRE

HAROLD H. HILLS GARAGE.—Garage accommodation, service, high-class self-drive.—3-5, Ennismore Mews, S.W.1. Kensington 4020. [0551/R]

SEASIDE DRIVE, Ltd., 1, A40s, new 1956 Morris Minors—Rome (Car Hire), Ltd., 3, Choumet Rd., Peckham, S.E.15. New Cross 2103, and 135, Hill St., Bromley, Kent. Ravensbourne 0205.

1955 self-drive Austin, A30/40/50s, Morris Minor, Fords, Vauxhall, Wyvern, Morris etc.; overseas visitors special facilities.—Sussex Motors, Burwood Mews, Edgware Rd., London, W.2. Amb. 5025 and Pad. 5306.

SLOUGH CAR HIRE.—New Austin A30/40/50/55 Camper saloons. Alternative to your mileage per year, competitive rates.—12, Bourdon St., Berkely Sq., W.1. Mayfair 8889. [0084/R]

SELF-DRIVE.—Coming on leave, visiting Britain? Your unequalled rates for vacation period hire slim your budget. Example: three months' hire, new Ford Prefect 7½ ins. book; Austin Cambridge, 5½ ins; rates available during extended off-season period; unlimited mileage.

HOME & OVERSEAS MOTORS, 160, Finchley Rd., Finchley 0067-8-9. [031/R]

OVERSEAS visitors to 1955 Austin Drive-by saloons for hire to drive yourself with unlimited mileage; send for illustrated brochure to Drive-by Cars, Ltd., Head Office, Kingsway, Newport, Mon. Saloons also available for the home market at 13, Drive-by stations throughout Britain. [0211/R]

BURTONS self-drive, 1956, of London's finest cars, low-mileage cars scrupulously serviced and maintained, reasonable tariff. Mark I and II Zodiacs with overdrive (30 mpg) Mark II Consul saloons and convertibles. Prefects de luxe, Populars, etc.—Lexham Gardens Mews, W.8 (Cromwell Rd.). Fremantle 4975.

STEEL GRIFITHS, Overseas Visitors' Branch at 10, Drury Lane, north end, self-drive, non-Vauxhalls and Fords; inclusive unlimited mileage rates; specialists in long-term home-hire at London's lowest rates. See also under Miscellaneous Cars.—Immediate details from Steele Griffiths, Ltd., London, S.E.5. England. Tel. 2201-2202. [0614/R]

Drive by yourself—1956 saloons for hire for period hire; overseas visitors both old and new clients; especially welcomed; we have been pioneers of self-drive hire over 30 years.—Write, phone or call: H. F. Edwards & Co. Ltd., 191, Brixton Rd., 154, Grafton Titchfield St., London, W.1. Tel. Langham 0012. [M2003]

SELF-DRIVE hire—always latest models including the new Ford Consul and Zodiac. Prefect, Morris Oxford, Isis or Jaguar Mark VII, all perfectly maintained in every way when you rent from Victor Brixton; all models available from 21st April. £6 a mile; less for long hires.—Victor British, Ltd., 12a, Berkeley St., London, W.1. Tel. Grosvenor 4881. Hertz Rent-A-Car System license. [0587]

DAY AND NIGHT SERVICE

A (Always open). N.B. (Not Sunday).

ASHFORD, Midd.—Herbert & Mills, Ltd., Church Rd., R.A.C. and A.A. reps. Tel. 2676, 2960. A.O. 2222. [0222/R]

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RAYMOND WAY.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require, a refund will be given for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8. [0351/R]

Raiden Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards).

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms, private and confidential; immediate delivery in approved cases; references and guarantees not essential; cash required; open 9-6 weekdays, 9-5 Saturdays.

Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M2018/R]

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BADGES, beautifully enamelled and chromium plated, Goodwood, Silverstone, Mille-Miglia, R.H.A.E., R.M., R.A.E., R.E., R.E.M.E., R.A.O.C., R.A.M.C., 16/9, with grip and screw 20/9 post free; badge bars for almost every make in stock from 30/- each.

Derrington, 159-161, London Rd., Kingston, 5621-2. [M1071]

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EXPERIENCED driver undertakes prompt deliveries anywhere at home and abroad.—G. Palmer, Silverside, Bridgetown, Tothes, Devon. [0885/R]

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EKO accredited dealers; qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 406-4, King St., W.6. Riv. 3665. [0220/R]

MOTOROLA, world's finest motor radio, sole licenced sees and registered users—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4202. [0419/R]

ALL types of car radio supplied installed and repaired by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1837. [0162/R]

CAR RADIO

J. DAVY, Ltd., car radio specialists—H.M.V., Smiths, Radiomobile, Philco, Eko, Philips; expert installations and service by factory-trained engineers.—Enquiries, 241, North End Rd., W.14. Fulham 3224. [0119/R]

UNIVERSITY ELECTRICS, Ltd., The Car Radio People, 7, Herford St., S.W.1. Gro. 4141. Specialists in car radio; H.M.V., Radiomobile, Eko, Philips and Philips etc.; expert installation and service trade and retail. [0119/R]

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham.—Accredited Radiomobile station; also in stock: Pye, Eko and Motorola; expert installations, spares and service for all models; trade and retail.—Tel. Popesgate 1035-6-7. [0116/R]

CAR RUGS

SEVERAL shades of tartan, fringed ends, individually woven in plastic containers, special offer; 25/- each, P. and P. 1/6.—Only available at Kay Cars, Blackfriars, Sidcup. [0133]

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TIMEX Watch hangs on ignition key! Useful, attractive; £2.12-1. T. & F., Winchester Mews, N.W.5. [M4100]

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WEBCOTT COACHWORKS, Ltd., can now undertake body repairs and recellularising. CARS can be hired while work in progress.

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W. M. PARKE (COACHBUILDERS), Ltd., all repair

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Goode & Cooper, Ltd., 17a, Melbourne Sq., S.W.9. Tel. Reliance 2711. [0291/R]

LPE AND SAUNDERS (COACHBUILDERS), Ltd.—Cellulose, Trimming. Complete bodies built on Station Approach, Kew Gardens, Richmond, 1161. [M1071]

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fitting and trimmings, all requirements stocked; large selection bucket seats, steel frames, 14in., 16in., 27/6; upholstered from 79/6; light alloy frames 67/6; trimmed Connolly hide, foam rubber cushion 49/5; bucket seats from £7/10. A30 body seen conversions. 211/2 ft. Ford Anglia 1050 S; rear windows from 30/-; headlining, 54in., 6/6-76; washable 15/-yd; 72in. hood duck, black, fawn, 27/6; Vynide, 12/6-yd; Vibak clear plastic, 25/-sheet; cycle-type wings, light alloy and steel, window channelling, 15/-yd; mudguards, mouldings, sections; stamp list.—Derriering, 159-161, London Rd., Kingston 5021-2. [M1071]

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MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1. Deferred terms; booklet sent. [0894/R]

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INDIVIDUAL driving instruction; evenings, weekends; dual control Austin competitive rates. Steele Griffiths, London, S.E.5. Rodney 2201-2. [0613/R]

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MAPS available promptly by post for all purposes; British and Continental maps always in stock and advice on the best maps for your purpose given; specialists in provision of maps and navigational aids for Railways.—Write to Rally Maps, Bay Rd., Bracknell, Berks. (Tel. Bracknell 304.) [0770/R]

NIGHT DRIVING GLASSES

CLEAR Vista night driving glasses, fitted with sodium oxide yellow filter lenses, a must for every motorist; free interchangeable Crookes lenses give you a suitable sun-glass for day use; complete 6' from your local optician or 6'-direct from Optical Products, Ltd., 370-372, Station Rd., London, E.7. [0383/R]

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R& J. PARK, Ltd., 143-5, Fenchurch St., E.C.3. Mansion House 3085. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [0630/R]

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AUTOMOBILE engineering; technical and practical training for executive posts in design, development, experimental work, operation and maintenance, exports; sales; extended courses to prepare for A.M.I.M.E., A.M.I.M.I. and City and Guilds examinations; also courses in agriculture and aeronautical engineering.—Prospects from Chief Engineer, The College of Aeronautical and Automobile Engineering, Sidney Street, Chelsea, London, S.W.3. Flaxman 2221. [0556/R]

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F. H. PEACOCK, Ltd., Novascale agents, 218-221, Balham High Rd., S.W.17. Tel. Balham 1774. [0248/R]

PEACOCKS OF FOLKESTONE, Ltd., Novascale agents for South-East Kent, 104, Foord Rd., Folkestone, Kent. Tel. Folkestone 5122. [0295/R]

BRAKES, CABLES, ETC.

THOS. RICHFIELD & SON, Ltd.

BROADSTONE Place, London, W.1. Estab. 1938. Tel. Wel. 0402 (5 lines).

RICHFIELD brakes, cables, England's leading manufacturers of replacement cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for 1956 trade list. [0069/R]

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CAMERON'S battery exchange service, new guarantee, 12 months; ready-charged units; all types stocked; open 9-6 Monday to Saturday.—21, Whitehorse Rd., W. Croydon. Tho. 1678 [0939/R]

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GZENITH carburettors.

TROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6528 (5 lines). [0653/R]

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CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOULE Distributors.

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FORGE GARAGE (PETERSHAM), Ltd.

ZENITH carburettor stockists.—Replacement units available for most popular makes.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Richmond, Tel. Richmond 1854. [M2011]

SOLEX Stromberg, Zenith carburetors, main agents

MANUFACTURERS terms to the trade; replacements and spares; 24-hour reconditioning service; all makes reconditioned and tuned.

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S.U.—Official service depots—Carburetors and petrol tuners recommended by return of post; rapid tuning service—Pollards 1122.

MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0925/R]

W.ATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement, S.U. and A.C. fuel pumps; prompt postal service. [0103/R]

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OFFICIAL Zenith, Solex and S.U. agents; largest stock in carburetors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters; prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 5232-53. [0252/R]

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WOOL pile and rubber-backed carpets, ribbed H-dura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp. year. UPHOLSTERY covers travel rugs, luggage covers, car covers, etc.—C. G. Car Cover Co., Ltd., 16, Corrill Rd., Westbourne Grove, London, W.1. Bay. 6262/5. [0164/R]

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CAR covers (waterproof). SILVERNOIL car covers, new process P.V.C. silver sheeting, strong, durable. 100% waterproof, washable, non-slip, guaranteed 12 months, light weight, easy to handle; 8ft by 9ft 27/6, 12ft by 9ft 37/6, 15ft by 12ft 57/6, 18ft by 12ft 72/6. 20ft by 13ft 90-. post free. [0321/R]

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EXCHANGE bumper bar service, most makes in stock, 12 months' guarantee.—Stones Plating Co., Ltd., Gipsy Hill 1691 and 2321. [0946/R]

CUT your plating costs on rechroming all car fittings: most makes in stock for over 50 years; keen prices; trade enquiries invited.—A. J. Smith & Co., Ltd., 1895, 35, Clerkenwell Close, London, E.C.1. Tel. 0045/R

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NEW Ford Consul, Zephyr, Zodiac Mk. II headlamp rims, chromium plated at £3 per pair, exchange scheme; also bumper bars, grille and headlamp rims, exchange scheme.—Ford, Anglia, Prefect, Thames van and Popular; sets of chrome side wings available.—L. T. Delaney & Sons, Ltd., Vulcan Works, Edgware Rd., Cricklewood, N.W.2. Gla. 2201. [0784/R]

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REPAIRED without distortion by electro deposition at 60 Fahr., no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed prices as approved by A.A. and R.C.C. Electrobond, Devonshire Hill Works, Tottenham, N.17. Bow 3154. [0020/R]

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REBORING in your own garage by Van Norman process, 12.6 per bore; Hepolite pistons supplied.—Ring Archway 5420 for inclusive quotations. Maycroft Motors, Tremlett Place, Tremlett Grove, Highgate, N.19 [0037/R]

DCRASH—Crankshaft grinding, line boring, line boring, con rods remade; 24-hour service; valve grinding; piston stockists; exchange shock absorbers service.—Goldhawk Mews, Shepherd's Bush, W.12. Tel. Shepherd's Bush 6518. [0368]

JAUSTIN & SONS, Ltd., specialists in cylinder re-boring and sleeveing, crankshaft grinding, line boring, con rods remade; 24-hour service; valve grinding; piston stockists; exchange shock absorbers service.—Goldhawk Mews, Shepherd's Bush, W.12. Tel. Shepherd's Bush 6518. [0368]

JAUSTIN & SONS, Ltd., specialists in cylinder re-boring and sleeveing, crankshaft grinding, line boring, con rods remade; 24-hour service; valve grinding; piston stockists; exchange shock absorbers service.—Goldhawk Mews, Shepherd's Bush, W.12. Tel. Shepherd's Bush 6518. [0368]

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THE Berkshire defroster demists without current; switch on only to defrost; four heating elements, 6, 12 or 24 volt, size 16" x 8". Price £2.50, an essential for car drivers during the coming months.—The Houndsdale Co., Ltd., 8-14, Hampton Rd., Twickenham Green, Middlesex. Popesgrove 6284 (3 lines). [0332/R]

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DRIVE in comfort; send stamps for interesting drive draught deflector brochure.—Everard, Buckley St., Portslade, Sussex. [0878]

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CLARE'S MOTOR WORKS—Second-hand and reconditioned storage stocks of dynamos, starters, magnetos, distributors and S.U. pumps, quotations for repairs or replacements.—Clare's Motor Works, 260, Knight's Hill, West Norwood, S.E.27. [0149/R]

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IN stock, Ford factory reconditioned 8hp and 10hp 16/20, 18/22, 20hp engines; also exchange V8 22hp, V8 30hp, 78/32hp Canopus and Mercury, new 20hp, 10hp, 12hp, 15hp, 20hp gear boxes; Exchange Ford 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7 block, crankshaft and con-rods exchanged; trade supplies—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R]

ROLLS-ROYCE and Bentley.

JACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers, will overhaul your engine—service—details for certain series—Dartford, S.E. 2. Chiswick, S.W.2. Fla. 2223. [M1082/R]

REPAIRS and rebores carried out by fully skilled fitters to engines of any make.

FOR immediate attention write or phone—Lancia (Enz.), Ltd., Ealing Rd., Alperton. Tel. Epsom 5656. [0270/R]

CONNECTING rods, most makes from 2,000 dismantled cars.—Motoplymoly, Welshpool (Tel. 2027).

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ARMSTRONG SIDDELEY engines; immediate change or reconditioning; all units tested guaranteed six months.

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AUSTIN 7 reconditioned engines; 5-bearing £36, 2-bearing £34/10; engines forwarded against returnable deposit; 100% guarantee.

B&**H** MOTORS, Bignell's Corner, South Mimms, Herts. Tel. South Mimms 2251/2. [M1020/R]

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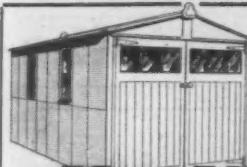


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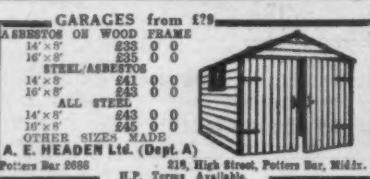
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In the issue of "The Autocar" dated October 19th the Ellard Sliding Door Gears Ltd. advertisement was inadvertently omitted from the page referred to in the index. The advertisement appears in this week's issue on page 8.

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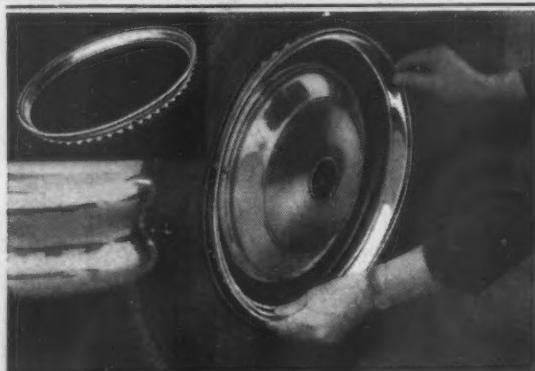
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